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CONFIDENTIAL.

(6530.)

CORRESPONDENCE

RESPECTING THE

LIGHTHOUSES

IN THE

RED SEA AND THE PERSIAN GULF.

1881-92.

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CONFIDENTIAL.

Correspondence respecting the Lighthouses in the Red Sea and the Persian Gulf.

No. 1.

Mr. Goschen to Earl Granville.—(Received March 16.)

(No. 15. Commercial.)

Constantinople, March 11, 1881.

My Lord,

THE question of the Red Sea lighthouses, and the applications to the Porte for Concessions for the purpose, came before me incidentally a few days ago. There is an English applicant, and Michel Pasha, the enterprising Frenchman who, with M. Collas, founded what are known as the Collas Lighthouses, and who is now concessionnaire for the Constantinople Quays, is also endeavouring to obtain the Concession. He spoke to me on the matter a few days ago.

I told him Her Majesty's Government were deeply interested in lighting the Red Sea; also, that in this question there was no jealousy as between English and French, provided the lights were supplied efficiently and with the lowest possible charges on shipping, but that English interests were suffering in several cases, where Frenchmen had obtained Concessions, and were uniting with the Turkish Government to impose heavier charges than were just on English trade and commerce.

I instanced the Smyrna Quays and the Collas Lighthouses. Michel Pasha is not connected with the former, but in the latter he is the partner of M. Collas, and these gentlemen together had caused the Concession to be renewed without the public being aware of it, and had failed to make the revision of the tariff which was stipulated for in the original agreement; nor had the Commission been called together which was contemplated in the Firman.

I told Michel Pasha in a friendly way, but in very uncompromising language, that I should recommend Her Majesty's Government to use all their influence to oppose his obtaining a Concession for the lighting of the Red Sea unless the Collas Company had previously, in conjunction with the Porte, agreed to some solution of the Collas Lighthouse question satisfactory to Her Majesty's Government.

Michel Pasha promised to confer with M. Collas on his return to Paris with a view of seeing what satisfaction could be given, and how the existing difficulties might be arranged.

Looking to the dilatory manner in which the Sublime Porte acts in these questions, I thought it might be not inexpedient to take an opportunity, which seemed to present itself, of negotiating in the first place with the Company itself.

I need not add that Her Majesty's Government is not compromised in any way by what I have said to Michel Pasha, as I simply gave him my personal suggestions, with the intimation that he would be opposed in the new operations unless he satisfied us with regard to the existing lighthouse dues.

I have, &c.
(Signed) GEORGE J. GOSCHEN.

No. 2.

Mr. Goschen to Earl Granville.—(Received April 11.)

(No. 22. Commercial.)

My Lord,

Constantinople, April 5, 1881.

I HAVE the honour to inform your Lordship that I have ascertained that an Iradé (or Sultan's order) has been given to the Porte with reference to a Concession for the lighting of the Red Sea in favour of Michel Pasha. The matter has been concluded very quietly, and no information reached this Embassy that matters were so advanced as they appear to have been. The Firman has not yet been granted.

I am endeavouring to obtain further information.

I now propose to push the demand for the Collas Lighthouse Commission vigorously, and to insist as far as I can on the Commission asked for being called together.

I may point out to your Lordship that if the Porte should make further difficulties about carrying out its actual engagements in this matter, a similar process to that followed in the Bosphorus light-ships time might be contemplated.

It seems of immense importance to let the Porte feel that its engagements in these matters are not to be allowed to remain a dead letter.

I have, &c.

(Signed) GEORGE J. GOSCHEN.

No. 3.

Earl Granville to Mr. Goschen.

(No. 34. Commercial.)

Sir,

Foreign Office, April 16, 1881.

I HAVE received your Excellency's despatch No. 22, Commercial, of the 5th April, reporting that an Iradé has been issued with reference to a Concession for lighting the Red Sea in favour of Michel Pasha, and proposing to urge on the Porte the necessity of calling together the Collas Lighthouse Commission. In reply, I have to inform your Excellency that I approve the action you propose to take in the matter.

I am, &c.

(Signed) GRANVILLE.

No. 4.

Earl Granville to Mr. Goschen.

(No. 40. Commercial.)

Sir,

Foreign Office, May 5, 1881.

WITH reference to my despatch No. 34, Commercial, of the 14th ultimo, I transmit to your Excellency herewith copy of a letter from the Board of Trade on the subject of the proposed Concession to Michel Pasha for lighting the Red Sea, and I have to request you to use every effort to prevent this Concession being made.

I am, &c.

(Signed) GRANVILLE.

No. 5.

Michel Pasha to Earl Granville.—(Received May 9.)

M. le Ministre,

97, Boulevard Malesherbes, Paris, le 7 Mai, 1881.

CONFORMÉMENT au désir que vous m'avez exprimé, j'ai l'honneur de vous adresser, ci-contre, une note relative aux quais de Constantinople, et à l'éclairage

de la Mer Rouge et du Golfe Persique. Ces travaux ayant un caractère international, j'ai tenu à ne pas les entreprendre avant de connaître l'opinion des Puissances Maritimes, et de l'Angleterre en particulier.

Veuillez, &c.
(Signé) MICHEL.

Inclosure in No. 5.

Note.

1. Quais de Constantinople.

PAR un Firman Impérial en date du 23 Novembre, 1879, j'ai été déclaré concessionnaire de la construction des quais et docks de Constantinople.

Dans les premiers jours de Janvier 1881, M. l'Ambassadeur d'Angleterre à Constantinople a chargé M. Faucett, Consul-Général d'Angleterre de cette ville, de convoquer une assemblée de principaux négociants, agents de bateaux à vapeur et autres intéressés Anglais établis à Constantinople, à l'effet d'examiner les tarifs de navigation que le Gouvernement Ottoman se propose d'appliquer aux navires devant faire des opérations le long des quais à construire. Cette réunion présidée par le Consul, M. Faucett, a accepté, à l'unanimité, les tarifs proposés.

Je désirerais savoir si le Gouvernement de Sa Majesté Britannique approuve les Résolutions de cette réunion qui ont été améliorées dans le sens du droit d'amarrage par la Commission des Notables Français établis à Constantinople et approuvées par leur Gouvernement.

2. Éclairage de la Mer Rouge et du Golfe Persique.

Par un Firman en date du 21 Mars, 1881, j'ai été, avec mon associé M. Collas, déclaré concessionnaire de l'éclairage de la Mer Rouge et du Golfe Persique.

Devant aller prochainement à Constantinople et provoquer la convocation d'une Commission Internationale chargée de discuter les droits d'éclairage qui lui seront proposés par le Gouvernement Ottoman, je désirerais que le Gouvernement de Sa Majesté Britannique voulut bien donner à son Représentant à Constantinople des instructions de nature à faciliter la solution de cette question afin de me permettre de commencer les travaux le plus tôt possible.

3. Éclairage de Gardafui, Abdul-Kouri, et Socotra.

Tous les navigateurs sont unanimes sur la nécessité de placer des feux sur le parallèle de 12° à 13° 30' de latitude nord; or, le Cap Gardafui est très élevé, le feu ne pourrait être placé que dans une position où il serait masqué bien souvent par les brumes, surtout lors de la mousson du sud-ouest; d'ailleurs, l'attitude généralement hostile des tribus de Soumali rendrait l'entretien de ce feu impossible ou par trop onéreux.

Il y aurait dès lors tout avantage à placer deux grands phares tournants dans les positions ci-dessous.

L'un, à l'extrémité occidentale de l'île Abdul-Kouri; l'autre, à l'extrémité orientale de l'île Socotra.

Mais avant de me charger de ces travaux qui intéressent très directement le commerce Anglais, je désire connaître l'opinion du Gouvernement de Sa Majesté Britannique au sujet de l'établissement de ces deux grands phares.

(Signé) MICHEL.

97, Boulevard Malesherbes, Paris.

No. 6.

Foreign Office to Michel Pasha.

Sir,

Foreign Office, May 16, 1881.

I AM directed by Earl Granville to acknowledge the receipt of your letter of the 7th instant, and I am to inform you that his Lordship is consulting the India Office and the Board of Trade in relation to your suggestions as regards the lights required at Cape Guardafui.

I have, &c.
(Signed) CHARLES W. DILKE.

No. 7.

Mr. Goschen to Earl Granville.—(Received May 20.)

(No. 37. Commercial.)

My Lord,

Constantinople, May 13, 1881.

IN my despatch to your Lordship No. 22. Commercial, of the 5th ultimo, I had the honour to inform you that the Concession for the lighting of the Red Sea had been granted to Michel Pasha, and I called your Lordship's attention to the comparative secrecy with which the final negotiations between Michel Pasha and Ottoman Government on the subject had been carried on. The Foreign Minister has denied that there was any unusual secrecy, but it is very strange that no information of any kind that the Concession was at all likely to be granted immediately reached me through my usual channels of information.

From inquiries I have made, I have ascertained the following circumstances.

Mr. Alt, as well as Michel Pasha, had sent in a tender for this Concession, and I have now received a letter from his representative here complaining of the manner in which Mr. Alt had been treated.

Mr. Alt sent in his tender to the Prime Minister in March 1880, who referred it to the Admiralty. A favourable opinion as to its merits having been expressed by them, it was submitted to the Council of State. In order to avoid any difficulties that might arise later, MM. Michel and Collas were asked if they wished to make an offer for the Concession.

But, in the meanwhile, a Commission was instituted, to which I have had occasion before to call attention. This Commission, presided over by Namyk Pasha, is charged with the duty of examining into and reporting on all projects for industrial undertakings, such as railways, mines, quays, in fact, Concessions of all kinds, and it is alleged—but I am not prepared to say with absolute truth—that the line of policy traced out for its guidance is to resist foreign influence as much as possible, and especially to reject any projects under which any particular country might acquire influence in any part of the Turkish Empire, where political objects might be suspected to underlie an industrial undertaking. This Commission is said to report unfavourably on almost every project, and, in fact, to smother them so effectually, that it is called "the Commission for conducting Funerals."

When this Commission was formed, the duty of examining Concessions was taken from the Council of State and referred to this new body, and amongst many others the project of Mr. Alt passed into its hands, and remained buried amongst its papers till December of last year.

In that month Mr. Alt's representative at Constantinople, hearing that Michel Pasha had made a tender for a Concession with the same objects as Mr. Alt, wrote to the Prime Minister to ascertain why there had been so long a delay in considering his employer's tender. He pointed out in his letter that Mr. Alt's tender had not only been offered some time previous to Michel Pasha's, but, from what he heard, its terms were more advantageous to the Government. This letter was referred to Namyk Pasha's Commission. After making several attempts to induce the Commission to consider Mr. Alt's tender, his representative had an interview, in the latter part of January last, with Namyk Pasha, who assured him that he was most anxious for the execution of the project of lighting the Red Sea, and that the prospect of competition for the Concession was very welcome, as it would thus enable the Government to grant it on better terms. A verbal promise was at the same time given that Mr. Alt's tender should be considered in a few days.

Hearing a few days later that Michel Pasha was on the point of obtaining the Concession, Mr. Alt's representative wrote on the 2nd February to Namyk Pasha, begging him, before taking any decisive steps, to allow himself and Michel Pasha to enter into open competition for the Concession, so that the Government might judge for itself which of the two tenders was the most advantageous to its interests. Namyk Pasha replied verbally that nothing had been yet decided, and that Mr. Alt's representative would be called for in a few days to discuss the affair.

This promise of Namyk Pasha's not having been carried out, Mr. Alt's representative, in the course of a conversation with me on another question (to the best of my recollection), begged me to use my influence to insure Mr. Alt's tender having a fair trial.

I did not, however, in any way receive the impression that the matter was about to be decided, or that Michel Pasha had made any progress. I had not heard a further word on the subject, when I saw a paragraph in the newspaper a fortnight later that Michel Pasha had obtained the Concession.

At this point I should refer your Lordship to my despatch No. 15, Commercial, of the 11th March, in which I informed your Lordship of a conversation I had had with Michel Pasha with reference to the Red Sea Lighthouse Concession. I stated to this gentleman that Her Majesty's Government were deeply interested in the question, that there was no jealousy as between English and French in the matter, provided the lights were supplied efficiently and with the lowest charges on shipping, but that English interests were suffering in several cases where Frenchmen had obtained Concessions, and were uniting with the Turkish Government to impose heavier charges than were just, and that the grant of a Concession to him would be opposed unless some arrangement satisfactory to England could be arrived at as regards the pending questions relative to the Collas Lighthouses, of which M. Michel is also a concessionnaire. M. Michel promised to confer with M. Collas in Paris on the subject.

M. Michel has now obtained the grant of the Concession, but it will be valueless unless the Great Powers agree to a tariff of charges, and I presume Her Majesty's Government will certainly not give its consent till a satisfactory arrangement has been made for the protection of English interests in the Collas Lighthouse case.

I have asked the Porte to supply me with a copy of the Concession.

I have, &c.

(Signed) GEORGE J. GOSCHEN.

P.S.—Since writing the above despatch I have received your Lordship's despatch No. 40, Commercial, of the 5th May, inclosing me a letter from the Board of Trade, and requesting me to prevent the above Concession being granted.

Your Lordship will, however, have seen from my despatch of the 5th April that, as regards the granting of the Concession, it took place more than a month ago, and that the difficulty must now be met in some other way.

G. J. G.

No. 8.

Earl Granville to Mr. Cookson.

(No. 11. Commercial.)

Sir,

Foreign Office, June 14, 1881.

THE Board of Trade having called attention to the necessity of erecting a lighthouse on the Three Brothers Islands, in the northern part of the Red Sea, about latitude 26° 20', longitude 34° 50', I have to instruct you to ask the Egyptian Government whether these islands are within Egyptian or Turkish jurisdiction.

I am, &c.

(Signed) GRANVILLE.

No. 9.

Earl Granville to the Earl of Dufferin.

(No. 54. Commercial.)

My Lord,

Foreign Office, June 14, 1881.

WITH reference to Mr. Goschen's despatch No. 37, Commercial, of the 13th instant, I transmit to your Excellency, for your information and guidance, copy of a letter from the Board of Trade on the subject of Michel Pasha's Concession for lighting the Red Sea.*

I have to request your Excellency to endeavour to procure a copy of this Concession.

I am, &c.
(Signed) GRANVILLE.

No. 10.

The Earl of Dufferin to Earl Granville.

(No. 63. Commercial. Confidential.)

My Lord,

Therapia, July 17, 1881.

WITH reference to your Lordship's No. 54, Commercial, of the 14th ultimo, I have the honour to transmit herewith a copy of the Contract between the Sublime Porte and Messrs. Collas and Michel Pasha for the lighting of the Red Sea, the Persian Gulf, and the south-eastern coast of Arabia, given me by Michel Pasha's Private Secretary.

I also send your Lordship a copy of a Memorandum on the utility of the various projected lighthouses.

As both these documents have been communicated to me confidentially, I must beg your Lordship to consider them as private for the present.

I have sent copies of them to Mr. Cookson at Cairo.

I have, &c.
(Signed) DUFFERIN.

Inclosure 1 in No. 10.

Contrat avec l'Amirauté Ottomane pour l'Éclairage de la Mer Rouge et du Golfe Persique, le 14 Avril, 1881.

LE Gouvernement de Sa Majesté Impériale le Sultan voulant dans les eaux de l'Empire Ottoman de la Mer Rouge et du Golfe Persique donner à la navigation et au commerce de tous les pays les avantages d'un éclairage complètement en harmonie avec l'importance des transactions internationales, et prévenir par là les sinistres maritimes qui résultent de l'absence de feux indicateurs des dangers.

Entre son Excellence Hassan Husni Pacha, Ministre et Commandant de la Marine, agissant au nom du Gouvernement Impérial Ottoman, d'une part, et MM. Collas (Bernard-Camille) et Michel (Marius), concessionnaires des Phares de l'Empire Ottoman, agissant en leur nom, d'autre part, il a été convenu ce qui suit:—

ARTICLE 1.

MM. Collas et Michel s'engagent à établir un système d'éclairage des côtes Ottomanes de la Mer Rouge, du Golfe Persique, et du littoral sud-est des côtes Arabiques. D'un commun accord, il a été convenu que cet éclairage comprendrait

• Board of Trade, June 1, 1881.

trente phares ou feux à construire sur les points indiqués ci-après ou à proximité de ces points, d'après la nouvelle étude qui aura lieu, savoir:—

1^{re} PARTIE.

- No. 1. Yambo.—2 feux rouges. Portée 8 milles.
- No. 2. Banc des Sept Iles, ou Schab Sab'ah.—1 feu flottant ou une tour avec feu tournant. Portée 12 milles.
- No. 3. Oblou Faramish (près Djeddah).—1 feu flottant ou une tour avec feu tournant. Portée 10 milles.
- No. 4. Raz Gazahaize, ou Raz Koheiz.—1 feu tournant. Portée 15 milles.
- No. 5. Djeddah.—2 feux blancs superposés. Portée 10 milles. Bouées et mâts de signaux suivant les besoins.
- No. 6. Ile Gezirat Kishran.—2 feux blancs superposés. Portée 10 milles.
- No. 7. Kunfidah, ou Gomfordah.—2 feux blancs superposés. Portée 10 milles. Bouées et mâts de signaux suivant les besoins.
- No. 8. Hodeidah.—2 feux blancs superposés. Portée 10 milles. Bouée et mâts de signaux suivant les besoins.
- No. 9. Raz el Bayath.—5 feux blancs superposés. Portée 8 milles.
- No. 10. Raz el Djedir.—2 feux blancs superposés. Portée 8 milles.
- No. 11. Raz Mujamelah, ou Raj Méjaimlà.—1 feu tournant. Portée 15 milles.
- No. 12. Port de Moka.—2 feux rouges superposés. Portée 8 milles. Bouées et mâts de signaux suivant les besoins.

2^e PARTIE.

- No. 13. Ile Tiran.—1 feu tournant. Portée 20 milles.
- No. 14. Iles Kardachlar ou Brothers.—1 feu tournant. Portée 18 milles.
- No. 15. Ile Elkasr al Yemanieh.—1 feu flottant. Portée 8 milles.
- No. 16. Ile Matathu ou Mutato.—1 feu tournant. Portée 18 milles.
- No. 17. Ile Dorisch.—1 feu tournant. Portée 20 milles.
- No. 18. Ile Vassaliet.—1 feu fixe. Portée 12 milles.
- No. 19. Ile Mikva ou sale Macova ou Scil Makaw.—1 feu tournant. Portée 20 milles.
- No. 20. Jibbel Teer.—1 feu fixe. Portée 15 milles.
- No. 21. Ile Zebayer.—1 feu tournant. Portée 15 milles.
- No. 22. Ile Abou-Ail.—1 feu tournant. Portée 20 milles.
- No. 23. Moka.—1 feu scintillant. Portée 20 milles.

3^e PARTIE.

- No. 24. Golfe Persique.—Sur l'Ilot Quoin à l'entrée du Golfe Persique. Latitude 28° 30' nord, longitude 56° 40' est; 1 phare tournant de minute en minute. Portée 20 milles.
- No. 25. Entrée du fleuve Euphrate.—Sur un banc à gauche en entrant de son embouchure et par 10 mètres de profondeur. 1 feu flottant de 30 en 30 seconds. Portée 12 milles. Et des bouées, selon les besoins, à partir de ce banc jusqu'à l'échelle de Fao.
- No. 26. Ile Bu-Musa.—1 feu tournant. Portée 20 milles.
- No. 27. Raz Moujab.—1 feu fixe. Portée 10 milles.

4^e PARTIE.—Côte Arabique (Sud-Est).

- No. 28. Raz Sharwain.—1 feu tournant. Portée 18 milles.
- No. 29. Hallani.—1 feu tournant. Portée 15 milles.
- No. 30. Raz-el-Hadd.—1 feu tournant. Portée 18 milles.

ARTICLE 2.

L'éclairage de la Mer Rouge, du Golfe Persique, et du littoral sud-est des côtes Arabiques se compose de quatre parties distinctes:—

La 1^{re} partie comprend les feux numérotés de 1 à 12 inclusivement; ces feux sont spéciaux à la navigation sur les côtes du Hedjaz et du Yémen de la Mer Rouge, à partir de Suez jusqu'à Bab-el-Mandeb.

La 2^e partie comprend les feux numérotés de 13 à 23 ; ces feux sont destinés à servir exclusivement à la navigation internationale.

La 3^e partie comprend les feux du Golfe Persique depuis l'embouchure d'Ormuz jusqu'à Fao (entrée de l'Euphrate) Nos. 24, 25, 26, et 27, ainsi que les bouées.

La 4^e partie comprend les feux Nos. 28, 29, et 30 qui seront établis sur la partie sud-est de la côte Arabique depuis les côtes au Golfe d'Aden jusqu'au détroit d'Ormuz.

Les travaux seront exécutés dans les délais suivants :—

La 1^{re} partie dans les trois années qui suivront l'acceptation du Tarif International, dont il est parlé à l'Article 3.

La 2^e et 3^e parties dans les six années et la 4^e partie dans les sept années qui suivront l'adoption du Tarif International.

Les droits de la 1^{re} partie seront perçus dans les ports Ottomans, dès que leur éclairage particulier commencera sur chaque point.

Les droits de la 2^e partie seront perçus par moitié dès que six feux auront été allumés dans la Mer Rouge, et en totalité après que les cinq autres feux auront été complétés.

Les droits de la 3^e partie et de la 4^e partie seront perçus dès que les feux de chaque partie seront établis.

ARTICLE 3.

Les droits de phares exigibles dans les ports du littoral du Hedjaz et du Yémen depuis Suez jusqu'au Bab-el-Mandeb seront perçus sur la base de 10 paras par tonneau payable à l'entrée et à la sortie, conformément aux Tarifs actuellement en vigueur dans l'Empire Ottoman, tels que sur la côte de Syrie.

Les droits de phares à acquitter par les navires qui profiteront des feux de la 2^e, 3^e, et 4^e parties seront perçus conformément au Tarif International qui sera établi par les soins du Gouvernement Ottoman, d'accord avec les autres Puissances intéressées et les concessionnaires.

ARTICLE 4.

Les tours, mâts, bateaux, feux, et maisons de gardiens à établir seront élevés ou construits aux frais des concessionnaires sur des terrains cédés gratuitement par le Gouvernement Ottoman.

Dans le cas où le Gouvernement Ottoman ne posséderait pas ces terrains, les concessionnaires en feraient eux-mêmes l'acquisition et se rembourseraient de la valeur de cet achat sur les redevances qu'ils auraient à payer à l'Amirauté.

Le Gouvernement Ottoman cédera aussi gratuitement aux concessionnaires les locaux convenables pour les bureaux de la perception à proximité de l'autorité du Port des Offices Sanitaires.

S'il n'y a pas de locaux disponibles, les concessionnaires les établiront eux-mêmes en se remboursant, comme il est dit au 2^e paragraphe du présent Article, de la valeur de l'achat du terrain seulement.

Les autorités des lieux où les phares seront établis auront le droit d'entrer dans les phares, toutes les fois que des mesures de police ou d'ordre public pourront exiger leur présence, ces terrains étant considérés comme propriétés de l'État.

ARTICLE 5.

Les matériaux destinés à la construction ou à la réparation des tours et feux, l'outillage, les approvisionnements nécessaires à l'éclairage, enfin tous les objets qui seront nécessaires à l'Administration des Phares, seront exempts des droits de douane et de tous autres impôts pendant la durée du présent Contrat sur tous les points de l'Empire Ottoman où sont situés les phares qui forment le sujet du présent Contrat.

Les concessionnaires seront tenus de justifier de l'emploi de ces objets au service des phares, et de prendre toutes les mesures destinées à prévenir les abus de la part de leurs employés.

ARTICLE 6.

Au fur et à mesure de la construction des phares précités, les concessionnaires seront chargés à leurs frais de l'éclairage et de l'entretien de tous les feux établis.

La durée de la présente Concession sera de quarante années, qui commenceront à courir à partir du jour où les travaux de construction des trente phares seront terminés sur toutes les lignes.

ARTICLE 7.

Les concessionnaires auront la direction complète des phares sous la haute inspection du Gouvernement Ottoman. La direction des travaux, l'organisation du service et de l'exploitation, le choix du personnel, sa révocation, la quotité des salaires, la répartition des attributions appartiendront exclusivement aux concessionnaires.

Il est entendu que les concessionnaires adopteront pour principe d'employer autant que possible des sujets Ottomans, afin de les former au service des phares.

Toutefois, les sujets Ottomans employés dans les phares ne pourront acquérir la protection étrangère.

En outre, tous les employés, quelle que soit leur nationalité, porteront l'uniforme de la Marine Impériale, et seront considérés, à l'égard de leur position, sous l'autorité locale, comme les autres étrangers, au service public de l'État.

ARTICLE 8.

En cas de négligence dans le service dûment constatée, il pourra être infligé aux concessionnaires une amende de 1,000 à 5,000 piastres. Les irrégularités provenant de causes autres que la négligence ne pourront, dans aucun cas, donner lieu à l'application de cette pénalité.

En cas de négligence des employés chargés de l'éclairage, et, en outre, de l'amende ci-dessus, des punitions, soit personnelles soit pécuniaires, leur seront infligées, selon le règlement déjà en vigueur.

ARTICLE 9.

Bien que les frais d'entretien du matériel soient en totalité à la charge des concessionnaires, ils ne seront pas responsables des dommages résultant des tremblements de terre, des cas de guerre, d'incendie, d'attaques à main armée, d'empiétement de la mer, ou de tout autre cas de force majeure. Ces cas survenant, les réparations seront payées par un prélèvement sur les recettes brutes jusqu'à concurrence de leur entier montant, et avant toute répartition de ces recettes entre le Gouvernement et les concessionnaires.

ARTICLE 10.

En considération des frais élevés de construction et d'entretien des phares formant l'objet du présent Contrat, l'Article IV de la Convention du 30 Juin (12 Juillet), 1879, concernant la somme de £ T. 25,000 que les concessionnaires devaient appliquer à la construction de nouveaux feux, ainsi que celle de £ T. 1,500 annuelles pour l'entretien de ces feux est abrogé.

Cette obligation se trouve complètement remplie par la construction et l'entretien des feux de la 1^{re} partie, spéciale au littoral des côtes du Hedjaz et du Yémen dans la Mer Rouge, et les concessionnaires seront entièrement exonérés de cette charge éventuellement prévue.

Il est entendu que dans le cas où le Gouvernement Impérial Ottoman et les concessionnaires ne pourraient pas s'entendre avec les Puissances Maritimes pour l'application du Tarif International, dont il est question à l'Article 3 du présent Contrat, les concessionnaires ne construiront pas les feux de la 2^e, 3^e, et 4^e parties, mais seulement les feux de la 1^{re} partie.

ARTICLE 11.

Pour rémunérer les concessionnaires des frais de construction, de l'entretien annuel, des employés, des approvisionnements, enfin, de toutes les dépenses du service, il leur sera alloué à partir du jour du présent Contrat jusqu'à l'expiration de la Concession :—

1. 78 pour cent jusqu'au 8 (20) Août, 1884, et 72 pour cent à partir de cette

date sur la 1^{re} partie, c'est-à-dire sur les côtes du Hedjaz et du Yémen de la Mer Rouge, à partir de Suez jusqu'à Bab-el-Mandeb, comprenant les feux qui seront construits de 1 à 12, conformément aux stipulations du 8 (20) Août, 1860, et du 30 Juin (12 Juillet), 1879.

2. 90 pour cent sur les recettes des droits de phares de la 2^e, de la 3^e, et de la 4^e partie.

La différence, soit 22 pour cent et 28 pour cent pour la 1^{re} partie, et 10 pour cent sur les trois autres parties, reviendront à l'État, comme compensation de son concours actif, des emplacements fournis gratuitement par lui pour l'établissement des feux, des locaux nécessaires au service et à la perception des droits, ainsi que de tous les frais supplémentaires qui seront occasionnés par le service de police dans les endroits où les feux seront établis, en exécution du présent Contrat.

Les quotités des recettes brutes revenant à l'État lui seront comptées chaque mois, conformément aux États réguliers de comptabilité qui seront tenus par les concessionnaires.

ARTICLE 12.

Les navires de guerre seront exonérés du paiement des droits de phares pendant la durée de la Concession.

Il est entendu que cette exonération des droits n'est accordé qu'aux navires de guerre proprement dits, elle n'est applicable ni aux Compagnies subventionnées ou privilégiées, ni aux navires de l'État qui pourraient être affectés à des services postaux, commerciaux, ou autres de même nature.

Le concours des autorités maritimes sera donné aux concessionnaires pour protéger et assurer la perception des droits ainsi que le service de l'éclairage.

ARTICLE 13.

Les concessionnaires auront le droit de déléguer la direction et l'administration du service à un mandataire spécial résidant à Constantinople ou en Égypte.

ARTICLE 14.

A l'expiration de la Concession, les tours, phares, bouées, signaux, logements de gardiens, feux flottants, outillages, accessoires, et enfin tout le matériel sans exception, en bon état d'entretien et conformément aux inventaires de l'Administration, deviendront la propriété du Gouvernement sans que les concessionnaires puissent réclamer aucune indemnité pour cette remise.

ARTICLE 15.

Deux ans avant l'expiration du terme de la présente Concession, le Gouvernement Impérial Ottoman nommera une Commission chargée de vérifier l'état des phares.

Lors de la nomination de cette Commission, les concessionnaires devront donner une garantie valable pour le paiement de tous les frais nécessaires pour la mise des phares en bon état. Si cette garantie n'était pas fournie, le Gouvernement Impérial Ottoman aurait le droit de saisir le produit des phares pendant le reste du terme pour garantir l'exécution de ces réparations par lui-même.

ARTICLE 16.

En cas de décès d'un des concessionnaires, leurs héritiers ou ayants droit continueront à exécuter ou à faire exécuter le présent Contrat pendant toute sa durée.

ARTICLE 17.

Il est entendu que si le Gouvernement Ottoman croit devoir reprendre le service des phares, il aura toujours et en tout temps cette faculté, quelque soit le nombre d'années que la Concession aura à courir, sauf une indemnité qui sera arrêtée entre les parties intéressées et en cas de désaccord par arbitrage. Dans

tous les cas, le Gouvernement Impérial devra payer cette indemnité avant que l'Administration des Phares passe entre ses mains, ou bien en garantir le paiement.

ARTICLE 18.

Toutes contestations qui pourraient s'élever entre le Gouvernement et les concessionnaires au sujet de l'exécution ou de l'interprétation de la présente Convention seront jugées par le Conseil d'État.

ARTICLE 19.

Il est entendu que les concessionnaires ne seront tenus d'entreprendre l'établissement des phares qui font l'objet du présent Contrat qu'après que le Gouvernement de Sa Majesté Impériale le Sultan aura pris les engagements nécessaires pour l'application du Tarif à établir par une Commission régulièrement nommée à cet effet.

ARTICLE 20.

Le droit des concessionnaires à l'établissement des feux et à la perception des droits de phares s'étend à toutes les côtes de l'Empire Ottoman ainsi qu'au littoral des pays où s'exerce l'autorité spirituelle du Gouvernement Impérial.

Si, dans quelques localités, il se présentait des difficultés pour l'établissement ou l'éclairage des feux, le Gouvernement Impérial n'aurait rien à payer et ne serait en aucune façon responsable de ce chef envers les concessionnaires.

Constantinople, le 2 (14) Avril, 1881.

(Signé)

COLLAS ET MICHEL.

Au bas du Texte Turc :—

Le Ministre et Commandant de la Marine,
(Le sceau) HASSAN HUSNI.

Inclosure 2 in No. 10.

Projected Lights in Red Sea.

†No. 1. Yambo.—Very useful for British commerce, being the port of Medina, and much frequented by British steamers during the pilgrim season.

No. 2. Shab Sabah.—Useful for making the port of Yembo.

†No. 3. Abou Faramish.—Very useful to British shipping, as marking the approach to Jeddah, the great port of the Hedjaz. It is now a regular port of call for several lines of steamers.

†No. 4. Ras Kohez.—(Same as for No. 3.)

No. 5. Passage lights at Jeddah.—Unnecessary, as no ships could enter at night.

No. 6. Ile Jezirat, Kishran.—Useful for development of local trade.

No. 7. Kinsidah.—(Same as No. 6.)

†No. 8. Hodeidah.—Port of call for British steamers, the natural position for exportation produce of Yemen.

No. 9. Ras-el-Bayath.—Useful for development of local traffic. Marks entrance to a very fine harbour.

No. 10. Ras-el-Djedir (Hodeidah).—One light, No. 18, quite sufficient.

No. 11. Ras Mujamela.—Useful for local traffic.

No. 12. Port of Mocha.—Harbour light unnecessary.

*No. 13. Jibbel Jihran.—Light not required here, but at Shab Mahmood, where it is entirely necessary for ships passing through the Red Sea from canal.

*No. 14. The Brothers.—Very useful for through traffic.

No. 15. Ile El-Kasar, off Jeddah.—Useful for local traffic, and to ships approaching Jeddah from southward.

*No. 16. Ile Mutato.—Marks the approach to the narrows. Very useful as a warning to ships off their course.

*No. 17. The Dorisch.—Useful to through traffic.

*No. 18. Iles Vassalyeat.—(Same as No. 17.)

*No. 19. Seil Makowa.—(Same as No. 17.)

*No. 20. Jibbel Jir.—Mark for through traffic. Hardly necessary. The island itself serving as a good beacon, being very high, steep, and free from all outlying dangers.

*No. 21. The Zebayir.—Very useful to through traffic.

*No. 22. Ile Abou Ail.—Extremely necessary for through traffic.

*No. 23. Mocha.—Light should be placed on Biam shoal.

One small light is very necessary on the mainland opposite Perim. The channel is very narrow, and, as there are reefs off the eastern shore, when two ships meet suddenly at the entrance of the straits, coming from opposite directions, there is danger of the one taking the ground whilst steering so as to avoid collision with the other, owing to the impossibility under existing circumstances of judging the distance from the shore.

N.B.—Lights marked thus * are of great importance to all vessels passing down the Red Sea.

Those marked † are lights very useful to British trade in the Red Sea as existing at present. The others unmarked would be very useful for the development of British trade, for which there is a good field.

Lights on the south-east coast of Arabia, useful only for development of local traffic.

Persian Gulf lights very much required.

Those on the list, with exception of light-ship off Euphrates and on Quoin Island, badly placed; other positions should be selected.

In all probability separate list exists for Persian coast, as also for Guardafui group of lights in Gulf of Bab-el-Mandeb.

No. 10*.

Board of Trade to Foreign Office.—(Received July 18.)

Sir,

Board of Trade, London, July 16, 1881.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 25th ultimo, and its inclosures, on the subject of lighting the Red Sea, and I am to request that you will state to Earl Granville that the Board have given the matter their serious consideration, and desire now to offer the following observations.

The Board gather from the correspondence which accompanied your letter now under reply, that it is considered inadvisable to give effect to the scheme which they had proposed, and which received the concurrence of the Secretary of State for India, with regard to the lighting of the Red Sea and the neighbouring waters through the agency of the Suez Canal Company.

Assuming that this opinion is final, and looking to the fact that no alternative has been suggested, the Board of Trade, considering the urgency of the question both as regards the wants of shipping and the reported Concession granted to M. Michel by the Porte, feel bound to offer the following proposals:—

1. As regards "the Brothers," although this light is included in the list of those which it is proposed should be erected by M. Michel, the Board of Trade must protest against that gentleman being allowed in any way to interfere at this particular site.

Although the island may belong to the Sultan, the jurisdiction is doubtful, and it is situated within the system of lights already established by the Egyptian authorities, and the erection of a light there has been long contemplated by those authorities.

It would seem therefore that the proper course would be to urge the Egyptian Government to proceed with the necessary work at once, application being made to the Turkish Government to grant a site, following the precedent in the case of the Dædalus, and the Board of Trade will be ready to give every assistance in their power.

2. As regards Cape Guardafui, it appears to the Board of Trade that these lights might be erected by Great Britain with the assistance of the Indian

authorities at Aden, which has already been promised by the Government of India, Aden being used as a base station for their maintenance.

It will be remembered that the foreign Governments have already agreed to the imposition of the necessary dues.

As, however, the sovereignty of the Egyptian Government over the coast has been conditionally recognized, it would appear desirable that that Government should be consulted in the first place, and requested to grant the necessary sites.

It would also be desirable that the Egyptian Government should be asked to collect the dues payable for these lights at and about Cape Guardafui.

The Board of Trade learn that the Miggerteyn Chiefs have already bound themselves to protect any work of the kind on their shores in which the British Government may be interested.

3. As regards "Abou Ail" and "Mokha," it is to be observed that these positions are under the sovereignty and within the jurisdiction of the Sultan.

The proposed lights are included in M. Michel's Concession, to which the Board of Trade continue to object on the following, among other grounds:—

(a.) There are the same objections which have weighed with the Foreign Office against the Board of Trade proposal, viz., to allowing France to control important lights. The Board of Trade, without necessarily assenting to this objection, are of opinion that it applies equally to the Turkish proposal.

(b.) The objection that the general trade ought not to pay for most of the lights proposed by M. Michel, as they are local lights. This objection does not, however, apply to the cases of "Abou Ail" and "Mokha."

(c.) The necessity for some supervision of accounts and provision for the reduction of dues as soon as feasible.

Unless these points can be satisfactorily met, the Board of Trade must recommend a refusal to consent to the Concession.

4. As regards the additional light on Perim, the Board of Trade consider that, as previously proposed, it might be erected at the joint expense of the Home and the Indian Governments.

I have, &c.
(Signed) C. CECIL TREVOR.

No. 11.

The Earl of Dufferin to Earl Granville.—(Received July 31.)

(No. 60. Commercial.)

My Lord,

Therapia, July 11, 1881.

I HAVE the honour to inclose herewith copy of a *note verbale* received from the Sublime Porte, requesting Her Majesty's Embassy to cause itself to be represented on the Mixed Commission instituted in virtue of Article III of the Convention concluded with Messrs. Collas and Michel for lighting the coasts of the Red Sea, the Persian Gulf, and the south-east portion of the Arabian coast.

For the last three months Her Majesty's Embassy has been endeavouring to obtain either from the Porte or from the Ministry of Marine a copy of the Concession lately granted to Michel Pasha, but on one excuse or another this request has been constantly eluded.

The inclosed Memorandum by M. Preziosi will show your Lordship the last reply given by Assim Pasha in this matter.

Under these circumstances, I have thought it right in my reply, copy of which is herewith inclosed, to reserve my answer to the invitation until I receive your Lordship's instructions, and, in the meanwhile, to ask officially for a copy of the Concession granted to Michel Pasha.

I have, &c.
(Signed) DUFFERIN.

Inclosure 1 in No. 11.

Note Verbale.

CONFORMÉMENT aux dispositions de l'Article III de la Convention passée entre la Sublime Porte et MM. Collas et Michel pour l'établissement d'un système d'éclairage des côtes de la Mer Rouge, du Golfe Persique, et du littoral sud-est des côtes Arabiques, une Commission Mixte a été instituée à l'effet d'assurer l'accord prévu par cet Acte relativement au tarif des droits à acquitter par les navires qui profiteront des feux spécifiés dans le dit Article.

Le Ministère des Affaires Étrangères vient prier l'Ambassade d'Angleterre de vouloir bien se faire représenter au sein de cette Commission, qui siégera à l'Amirauté Impériale.

Sublime Porte, le 28 Juin, 1881.

Inclosure 2 in No. 11.

Memorandum by M. Preziosi.

LE jour où j'ai demandé officiellement à Assim Pacha de vouloir procurer à l'Ambassade une copie de la Concession des phares de la Mer Rouge accordée à Michel Pacha, son Excellence m'a répondu de faire la demande par écrit ayant besoin de transmettre cette pièce au Ministère de la Marine d'où la copie de la Concession devait être obtenue.

(Signé) ROBT. PREZIOSI.

Thérapia, le 8 Juillet, 1881.

Inclosure 3 in No. 11.

Note Verbale.

HER Britannic Majesty's Embassy has the honour to acknowledge receipt of the *note verbale*, dated the 28th ultimo, by which the Ottoman Government invited the Embassy to be so good as to have itself represented on the Mixed Commission instituted for the purpose of insuring the arrangement foreseen in Article III of the Convention concluded between the Sublime Porte and MM. Michel and Collas for establishing a system of lighting the coasts of the Red Sea, the Persian Gulf, and the south-eastern portion of the Arabian coast.

Reserving its answer to this invitation until receipt of the instructions which have been asked for from London, Her Britannic Majesty's Embassy feels compelled to remind the Sublime Porte of the fact that, in spite of the repeated applications made by Mr. Goschen and Mr. Plunkett for a copy of the fresh Concession lately granted to Michel Pasha, this document, which has so direct a bearing on English shipping, has not yet been communicated to it.

The Embassy finds itself therefore obliged to make officially, and in writing, the request for this document, and it has the satisfaction of hoping that there will thus be no longer any delay in furnishing a paper which has been so repeatedly asked for, and which lately again has been once more promised.

Thérapia, July 10, 1881.

No. 12.

The Earl of Dufferin to Earl Granville.—(Received July 25.)

(No. 64. Commercial.)

My Lord,

Thérapia, July 17, 1881.

I DESIRE to call your Lordship's special attention to a singular pretension introduced into Article 20 of Michel Pasha's Contract, forwarded to the Foreign Office in my despatch No. 63 of this day's date.

In that Article the concessionnaires' right of establishing lighthouses is extended not only to all the coasts of the Ottoman Empire, but also to the littoral of all countries where the spiritual authority of the Imperial Government may be supposed to prevail!

I have, &c.
(Signed) DUFFERIN.

No. 13.

Mr. Cookson to Earl Granville.—(Received July 25.)

(No. 32. Commercial.)

My Lord,

Alexandria, July 19, 1881.

WITH reference to your Lordship's despatch No. 11, Commercial, of the 14th ultimo, instructing me to ask the Egyptian Government whether the "Three Brothers" Islands in the northern part of the Red Sea are under Egyptian or Turkish jurisdiction, I have the honour to inclose herewith a copy of a note which I have received from the Acting Minister for Foreign Affairs, informing me that these islands are within the jurisdiction of the Government of His Highness the Khedive.

I have, &c.
(Signed) CHAS. A. COOKSON.

Inclosure in No. 13.

Fakhry Pasha to Mr. Cookson.

M. le Gérant,

Le Caire, le 16 Juillet, 1881.

EN réponse à la dépêche que vous m'avez fait l'honneur de m'adresser le 24 Juin dernier, je m'empresse de porter à votre connaissance que les îles de la Mer Rouge connus sous le nom de "Trois Frères," et situées vers le 26° 20' de latitude, et 34° 50' de longitude, dépendent du Gouvernement de Son Altesse le Khédive.

Veuillez, &c.
Le Ministre des Affaires Étrangères par intérim,
(Signé) H. FAKHRY.

No. 14.

The Earl of Dufferin to Earl Granville.—(Received July 25.)

(No. 66. Commercial. Confidential.)

My Lord,

Constantinople, July 19, 1881.

WITH reference to my despatch No. 63, Commercial, Confidential, of the 17th instant, I have the honour to transmit herewith to your Lordship two maps which have been furnished by Michel Pasha, showing the points where he proposed to erect his different lighthouses.*

He begs me, however, to explain that the points shown are approximative, and the exact position in which the lighthouses will be eventually built must depend on the nature and position of the spots at which they are to be erected. They will all, however, be at the furthest within a few hundred yards of the points indicated.

I have, &c.

(Signed) DUFFERIN.

No. 14*.

Foreign Office to Board of Trade.

Sir,

Foreign Office, July 30, 1881.

WITH reference to your letter of the 16th instant and previous correspondence on the subject of lighting the Red Sea, I am directed by Earl Granville to transmit to you two despatches from Lord Dufferin, inclosing copy of Messrs. Michel and Collas' Concession for lighting the Red Sea, the Persian Gulf, and the south-east coast of Arabia, accompanied by maps, together with a further despatch calling attention to Article XX of the Concession.†

I am also to inclose a despatch from the Acting British Agent and Consul-General in Egypt, in which he forwards copy of a note from the Egyptian Government, stating that "the Brothers" is within Egyptian jurisdiction, and a Memorandum by Mr. Malet, with suggestions as to the steps which should now be taken in the matter.

I am to request that you will lay these papers before the Board of Trade, and move them to favour Lord Granville with any observations they may have to make in the matter.

As Mr. Malet will soon return to Egypt, Lord Granville would be glad to receive as early an answer as possible.

I am, &c.

(Signed) CHARLES W. DILKE.

No. 15.

Earl Granville to the Earl of Dufferin.

(No. 74. Commercial.)

My Lord,

Foreign Office, August 3, 1881.

I HAVE received your Excellency's despatch No. 60, Commercial, inclosing copy of a *note verbale* from the Porte, requesting Her Majesty's Embassy to cause itself to be represented on the Mixed Commission to consider the tariff of dues to be fixed in connection with MM. Collas and Michel's Concession for lighting the Red Sea, Persian Gulf, and south-east coast of Arabia, together with a copy of your Excellency's reply.

* Not printed.

† Nos.

I have to inform your Excellency that I approve the terms of your note to the Porte.

I have to add that I have consulted the Board of Trade as to the answer which should be returned to the invitation of the Porte.

I have, &c.
(Signed) GRANVILLE.

No. 16.

Board of Trade to Foreign Office.—(Received August .)

Sir,

Board of Trade, London, August 22, 1881.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 30th ultimo, transmitting, among other papers, two despatches from Lord Dufferin on the subject of the lighting of the Red Sea and neighbouring waters, with copy (privately obtained) of the Concession recently granted by the Ottoman Government to MM. Michel and Collas.

The Board are also in receipt of your further letter of the 3rd instant, inclosing a despatch in connection with the proposed constitution of a Mixed Commission to settle the tariff of dues to be levied by the concessionnaires.

Referring to the request of Earl Granville to be furnished with the observations of the Board of Trade on these papers, I am, in the first place, to transmit copy of an extract from a Memorandum by one of their professional officers, Captain Sir George S. Nares, R.N., dealing with the details of the proposed scheme of lights, and I am to suggest that the same should be sent for Lord Dufferin's information.

As regards the Concession to Michel Pasha this Board think that it is open to many objections, and that it has been proposed and presented under circumstances of some suspicion. It proposes an extended system of lights, altogether beyond the immediate and urgent necessities of the case, and it does not appear to the Board of Trade to form a proper basis for negotiation. The Turkish Government might, however, be informed that Her Majesty's Government would be ready to consider with them and with other Governments, to be represented, if necessary, by an International Commission, apart altogether from the proposed Concession, what new lights are urgently required in Turkish waters, and to what amount and under what conditions light dues might fairly be levied for their construction and maintenance.

I am to add that this Department adhere to the views previously expressed by them in a letter, dated the 16th ultimo, as to the new lights for the Brothers, Guardafui, and Perim, and they would suggest that the Egyptian Government should be urged to proceed with the first of these lights. The construction of the extra lighthouse at Perim should be carried out at the joint expense of the Home and Indian Governments, and the erection of the necessary lights at Guardafui should be undertaken by Great Britain.

The original inclosures which accompanied your letters are returned, together with the plans.

I have, &c.
(Signed) HENRY G. CALCRAFT.

Inclosure in No. 16.

Extract from Memorandum by Captain Sir G. Nares, R.N.

AS regards the value of some of the lights proposed in M. Michel's scheme, I differ slightly in opinion with Lord Dufferin's adviser, but the difference is only natural. I consider, what the trade have asked for, and are ready to pay for, and what the usual advisers to the Board of Trade have pronounced advantageous and sufficient at present. Whereas he has apparently approached the subject on a broader basis, with a view to provide a complete system of lights along the whole route in the Red Sea. But for such a comprehensive plan the general trade are, I believe, at present unwilling to pay.

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E*

PART 1.—*Local Lights in Red Sea.*

This relates to *local* lights at or near to the principal ports on the Turkish side of the Red Sea, which in no way affect the passing trade, and which trade it is not proposed to tax for their support.

All the ports named are under Turkish jurisdiction.

Nos. 1 and 2 mark the port of Yembo, the seaport of Medina. These have not, I believe, been asked for by the British trade, but they would be useful, and I think the trade might be willing to pay for them.

Nos. 3, 4, 5, and 15 in Part 2 mark the port of Jeddah, the seaport of Mecca. Although No. 5 is not of much use, the others are much required by the local trade. The Board of Trade have already informed the Foreign Office that there is urgent need for the neighbourhood to be better marked (6868, 1880).

Nos. 6 to 12 are local lights at or near the principal trading ports, as to the value of which for the present on prospective British trade the local authorities are the best judges.

As far as I can learn, only three of these twelve lights (those in the neighbourhood of Jeddah) have been asked for by the trade.

PART 2.—*Passing Lights in Red Sea.*

In this list amongst many not required are contained those in the Red Sea and elsewhere that are really necessary for the *passing* trade, and which all parties interested wish to have erected.

Nos. 14, 22, and 23 are the lights asked for as urgently necessary,—the Brothers, Abou Ail, and Mocha.

No. 21, on the Zebayer group, would be useful, but I doubt the willingness of the trade to pay for it at present.

Nos. 13, 15, and 20 are not required by *passing* ships. No. 13 is a local light at the entrance to the Gulf of Akabah. No. 15 is near Jeddah, and only locally useful. No. 20 is on a high island which can always be seen at night by vessels passing near, and which is in itself rather an assistance than a danger to navigation.

Nos. 16, 17, 18, and 19. As regards the usefulness of these I differ in opinion with that emanating from Therapia.

1st. These lights, or any elsewhere to answer the same purpose, have not yet been demanded by the trade, and I doubt their willingness to pay for them.

2nd. They are situated on the most dangerous side of the channel, which it is desirable that navigators should shun.

3rd. As regards No. 16, it is stated that it would be useful for vessels *out* of their course. The same is all that can be said of any of the four, for vessels in their course would not pass nearer than 30 miles of any of them.

If lights are required in these parts, in lieu of Nos. 16 and 17, a single light on Karam Músámahu, in latitude 18° 48' on the west side of the channel, would be preferable (as proposed by the French Hydrographer in 1870). This would enable vessels to keep on the western and safest side of the Red Sea, would give a run of 250 miles between it and Jebel Teir, with a passage 20 miles broad on either side of the vessel, clear of danger, and with an extra light (No. 19) would leave little further to be desired even for the most reckless navigation.

There is thus, at present, a demand for only three of these lights, Brothers, Abou Ail, and Mocha, with a prospect by-and-by, perhaps, of three more, Karam, Músámahn-Seil Makowa, and either Jebel Tier or Zabayer.

PART 3.—*Passing and Local Lights in Persian Gulf.*

Nos. 24 and 25 would be valuable lights, but the trade is, I believe, disinclined to pay for them.

Nos. 26 and 27. It is doubtful if these are necessary. These lights are all inside the Persian Gulf.

With the exception of the light at the mouth of the Euphrates River (No. 25), none of them are situated in waters under Turkish jurisdiction, and I believe the Turkish Government has no right to grant any Concession; they might as well legislate for the lights in the English Channel as for those in the Persian Gulf.

PART 4.—*Passing and Local Lights on the South-east Coast of Arabia.*

These lights are on the south-east coast of Arabia, and I doubt the Turkish Government having jurisdiction; at all events, the Arabs will not acknowledge it.

Nos. 28 and 29 are of doubtful advantage.

No. 30. An excellent position for a valuable light, but it has not yet been asked for.

In the Therapia paper an additional light, not mentioned in M. Michel's scheme, is proposed at Shah Mahmood, at the south-east entrance to the Gulf of Suez. However advantageous this light might be for vessels trading between the Gulf of Suez and the Northern Red Sea ports, it is not necessary for vessels passing up or down the Red Sea. With a light on the Brothers, only 100 miles from Shadwan Island, on the west side of the entrance to the gulf, there will be little difficulty in vessels navigating in safety.

A light is also proposed on the Arabian shore, opposite Perim. The necessity for an additional mark in this main channel has been provided for by the proposed erection of a secondary light on Obstruction Point, the extreme east point of Perim Island.

It is to be remarked that the scheme of lights on the chart and that on Letts Map, stated to be lights proposed by Michel Pasha, are each different from the scheme alluded to in these papers.

On Lett's Map a light is shown as required on the seven islands at the south entrance of the Red Sea; it would be a useful light, but I doubt the willingness of the trade to pay for it.

As our trade must necessarily be heavily taxed for the lights they have asked for at Guardafui and elsewhere, we should keep the Red Sea dues as low as possible by only erecting the lights absolutely necessary.

(Signed) G. S. N.

August 20, 1881.

No. 17.

Earl Granville to the Earl of Dufferin.

(No. 87. Commercial.)

My Lord,

Foreign Office, September 3, 1881.

WITH reference to my despatch No. 74, Commercial, of the 3rd of last month, and previous correspondence, on the subject of the lighting of the Red Sea and the Concession granted by the Porte to Messrs. Michel and Collas, I now inclose, for your Excellency's information, copy of a letter from the Board of Trade, inclosing copy of a Memorandum by Sir G. Nares, R.N., on Messrs. Michel and Collas' proposed scheme of lights for the Red Sea, south-east coast of Arabia and Persian Gulf, together with a copy of the reply which I have caused to be returned thereto, and of the instructions which I have addressed to Mr. Malet on the subject of the lights to be erected on "The Brothers," and in the neighbourhood of Cape Guardafui.*

I also inclose copies of a previous letter from the Board of Trade, to which reference is made in their present letter, and of the reply which was returned to it.†

I have to request your Excellency to inform the Porte that Her Majesty's Government object to the scheme of Messrs. Michel and Collas, and are not prepared to accept the Porte's invitation to Her Majesty's Embassy to be represented on a Mixed Commission to conclude arrangements in connection with the proposed Concession, but that they will be ready to consider with the Ottoman and other Governments to be represented, if necessary, by an International Commission, apart altogether from the proposed Concession, what new lights are urgently required in Turkish waters, and to what amount, and under what conditions, light dues might fairly be levied for their construction and maintenance.

I am, &c.
(Signed) GRANVILLE.

* Board of Trade, August 22; to ditto, September 3; to Mr. Malet, No. , September 3, 1881.

† Board of Trade, July 16; to ditto, July 30, 1881.

No. 18.

Earl Granville to Mr. Malet.

(No. 19. Commercial.)

Sir,

Foreign Office, September 3, 1881.

WITH reference to your Memorandum of the 29th July and previous correspondence relative to the lighting of the Red Sea, I transmit, for your information, copies of correspondence, as marked in the margin,* relating to this subject, and to the Concession granted by the Porte to MM. Michel and Collas, and I have to instruct you to urge the Egyptian Government to proceed as rapidly as possible with the construction of the light on "The Brothers," and to ask their consent to the erection by Her Majesty's Government of the proposed lights at and near Guardafui.

You will also inquire, as suggested by the Board of Trade in their letter of the 16th July, whether they would be willing to collect the dues payable for the Guardafui lights.

I am, &c.
(Signed) GRANVILLE.

No. 18 A.

Count d'Aunay to Earl Granville.—(Received September 26.)

M. le Comte,

Ambassade de France, Londres, le 23 Septembre, 1881.

MON Gouvernement a été informé qu'un projet d'éclairage de la Mer Rouge et du Golfe Persique a été présenté à la Porte par MM. Michel et Collas, Administrateurs des Phares de l'Empire Ottoman, et que le Sultan a sanctionné une décision du Conseil des Ministres favorable à leur demande de Concession.

Mon Gouvernement m'a en même temps fait savoir que ce projet lui paraissait de nature à donner à la navigation dans ces parages des garanties de sécurité qui lui ont jusqu'à présent fait défaut. Il m'a, en conséquence, chargé d'exprimer à votre Excellence le désir que le Gouvernement Anglais voulut bien faciliter l'adoption des propositions de MM. Michel et Collas que votre Excellence trouvera résumées dans le Mémoire et dans la lettre dont j'ai l'honneur de lui transmettre ci-joint copie.

Ainsi que vous le remarquerez, M. le Comte, le projet élaboré par les Administrateurs des Phares de l'Empire Ottoman comprend, pour la Mer Rouge deux catégories distinctes de phares: ceux qui seraient établis sur le littoral Turc de la presqu'île Arabique en vue d'en assurer l'accès au commerce local, et ceux qu'il conviendrait d'ériger sur le parcours de la ligne suivie par la navigation internationale entre l'Europe et l'Indo-Chine.

Or, si le Gouvernement Ottoman a toute autorité, en ce qui concerne les phares de la première catégorie, pour prescrire l'application des droits actuellement en vigueur en Turquie, il n'en est pas de même pour ceux qui appartiennent à la seconde. La perception des droits afférents à ces derniers ne pourrait être effectuée qu'en vertu d'un tarif spécial applicable aux bâtiments particulièrement appelés à bénéficier de ces nouvelles créations; et la quotité de ces droits doit faire l'objet d'une entente préalable entre les Puissances et les concessionnaires.

MM. Michel et Collas sont en instance à Constantinople pour provoquer dans le but d'établir cette entente, la réunion d'une Commission Internationale à laquelle ils soumettraient leur avant-projet, et M. Tissot a été invité à leur prêter l'appui de ses bons offices pour aplanir les difficultés que pourrait rencontrer une entreprise au succès de laquelle toutes les Puissances Maritimes sont également intéressées.

Dans le cas où, comme je l'espère, votre Excellence serait disposée à accueillir favorablement la demande de MM. Michel et Collas, je la prierais, au nom de mon Gouvernement, de vouloir bien inviter le Représentant du Gouvernement Britannique à Constantinople à hâter autant que possible la réunion de la Commission Internationale projetée.

* Board of Trade, July 16; to ditto, July 30; Board of Trade, August 22; to ditto, September 3: to the Earl of Dufferin, No. , September 3, 1881.

Je serais très obligé à votre Excellence de me retourner les pièces ci-jointes après en avoir pris connaissance.

Veillez, &c.
(Signé) Comte D'AUNAY.

No. 18 B.

Earl Granville to Count d'Aunay.

M. le Chargé d'Affaires,

Foreign Office, October 20, 1881.

I HAVE the honour to acknowledge the receipt of your note of the 23rd ultimo, with its inclosure, relative to the scheme of MM. Michel and Collas for lighting the Red Sea, the south-east coast of Arabia, and the Persian Gulf, and expressing the hope that Her Majesty's Government will give their support to it.

In reply, I beg leave to inform you that Her Majesty's Government, having carefully examined the scheme in question and the Concession granted to MM. Michel and Callas, considered them open to serious objections. They therefore instructed Her Majesty's Ambassador at Constantinople to inform the Porte that they objected to the scheme, and were not prepared to accept the Porte's invitation to Her Majesty's Embassy to be represented on a Mixed Commission to conclude arrangements in connection with the proposed Concession, but that they would be ready to consider with the Ottoman and other Governments, to be represented if necessary by an International Commission, apart altogether from the proposed Concession, what new lights were urgently required in Turkish waters, and to what amount and under what conditions light dues might fairly be levied for their construction and maintenance.

I have, &c.
(Signed) GRANVILLE.

No. 19.

M. Challemel-Lacour to Earl Granville.—(Received January 24.)

M. le Comte,

Ambassade de France, Londres, le 23 Janvier, 1882.

A LA date du 24 Septembre dernier, j'ai eu l'honneur de faire savoir à votre Excellence que le Gouvernement Ottoman, après avoir concédé à MM. Michel et Collas l'éclairage de la Mer Rouge et du Golfe Persique, avait proposé aux Gouvernements intéressés de confier à une Commission Mixte Internationale le soin d'arrêter les bases d'un tarif spécial applicable à un certain nombre des navires appelés à bénéficier de cette entreprise. Je priais en même temps votre Excellence de vouloir bien, si le Gouvernement de la Reine était disposé à accueillir ce projet, faire hâter autant que possible, en ce qui le concernait, la réunion de la Commission en question.

Votre Excellence m'a fait l'honneur de me répondre, le 20 du mois suivant, que le Cabinet de Londres avait fait savoir à la Porte que cette Concession lui paraissait sujette à de sérieuses objections et qu'il n'était pas disposé à se faire représenter dans la Commission Mixte.

M. le Ministre des Affaires Étrangères me charge de rappeler à votre Excellence qu'à la fin de la lettre précitée en date du 20 Octobre le Gouvernement de la Reine se déclarait prêt à examiner, de concert avec la Turquie et les autres Puissances, quels seraient les nouveaux phares qu'il serait urgent d'établir dans les eaux Ottomanes et quelles seraient les conditions à adopter et les taxes à percevoir pour subvenir aux frais de construction et d'entretien de ces phares. Or, la Commission dont il s'agit devant avoir précisément pour objet l'examen de la question des phares à créer dans la Mer Rouge, et la fixation d'un tarif de droits à percevoir comme conséquence de l'établissement de ces feux, il a semblé à M. le Ministre des Affaires Étrangères que le refus qui a été notifié par le Gouvernement de la Reine de se faire représenter dans cette Commission se conciliait difficilement avec les dispositions favorables dont il se montrait animé en ce qui

concerne les mesures à prendre pour assurer la sécurité de la navigation dans la Mer Rouge.

D'autre part, votre Excellence n'ayant pas cru devoir préciser la nature des objections que la Concession elle-même lui paraît soulever, mon Gouvernement pense que, en ce qui concerne la côte Arabique, le droit absolu d'accorder des Concessions sur cette côte ne peut pas être contesté au Gouvernement du Sultan, et, quant aux autres rivages, il me charge de rappeler à votre Excellence que non seulement MM. Michel et Collas étaient particulièrement désignés à la confiance du Sultan par la manière dont ils se sont acquittés de leurs obligations antérieures, mais qu'ils ont étudié depuis plusieurs années, à la demande du Gouvernement Ottoman, un système complet d'éclairage de la Mer Rouge, en sorte que la Concession qui leur est accordée n'est en réalité que la consécration de droits acquis par de longues et dispendieuses études.

Je viens donc prier votre Excellence de vouloir bien soumettre cette question à un nouvel examen; mon Gouvernement serait heureux d'apprendre que le Gouvernement de Sa Majesté a autorisé son Représentant à Constantinople à accepter l'invitation du Gouvernement Ottoman.

Veuillez, &c.
(Signé) CHALLEMEL-LACOUR.

No. 20.

Earl Granville to M. Challemel-Lacour.

M. l'Ambassadeur, *Foreign Office, February 6, 1882.*

I HAVE the honour to acknowledge the receipt of your Excellency's note of the 23rd ultimo respecting the Lighthouse Concession granted by the Porte to MM. Michel and Collas.

In reply, I beg to state that the action taken in the matter by Her Majesty's Government does not appear to be fully understood. Her Majesty's Government are of opinion that the first point to be examined and considered is the necessity of the case as regards the requirements of shipping, and, in the next place, the equitable payment to be made by shipping for the services thus afforded to navigation. The question of management of the lights, whether directly by the State or by persons to whom this duty is intrusted by the State, is a matter for subsequent consideration. Her Majesty's Government have therefore announced that they are ready to consider with the Porte and other Governments concerned, if necessary, by means of an International Commission, what new lights are required in Turkish waters, and to what amount, and under what conditions, light dues may fairly be levied for their construction and maintenance. It is thought that the subject should be approached and treated from this point of view, and not be made dependent upon any particular scheme for the construction of lighthouses on the Ottoman coasts. The question, moreover, cannot be kept altogether distinct from that of the existing lights. The conditions upon which Her Majesty's Government gave their assent to the collection of the dues now levied, as the French Government are aware, have not been fulfilled, and they would most strongly deprecate any interference with existing lights in the Red Sea, or with measures in contemplation for the better lighting of that sea.

As regards an inquiry, of a general character and without reference to any particular scheme, for lighthouse improvement in Turkey, Her Majesty's Government are quite ready, in communication with the Porte and other Powers concerned, to act with the French Government, and will be very happy to do so.

I trust that this explanation will meet the objects which the Government of the Republic have in view.

I have, &c.
(Signed) GRANVILLE.

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No. 20*.

*Earl Granville to Lord Lyons.**

(No. 35. Commercial.)

My Lord,

Foreign Office, February 6, 1882.

WITH reference to my despatch No. 327, Commercial, of the 26th December last, I transmit, for your Excellency's information, copy of a note from the French Ambassador on the subject of MM. Michel and Collas' Concession for lighting the Red Sea, &c., together with copy of my reply.†

I am, &c.
(Signed) GRANVILLE.

No. 21.

M. Tissot to Earl Granville. — (Received June 6.)

M. le Comte,

Ambassade de France, Londres, le 2 Juin, 1882.

LE 6 Février dernier votre Excellence a bien voulu faire connaître à mon prédécesseur les bases sur lesquelles le Gouvernement Britannique entend examiner, d'accord avec les autres Puissances et la Turquie, le projet de MM. Michel et Collas relatif à l'éclairage de la Mer Rouge et du Golfe Persique. Dans la pensée de votre Excellence la Commission Internationale réunie à cet effet, après s'être enquis des intérêts de la navigation et des taxes à percevoir pour les nouveaux feux, étudierait la question de savoir si le soin de la construction et de l'entretien des phares doit appartenir à l'État ou être confié à une Compagnie particulière. En outre, comme l'éclairage projeté de la Mer Rouge est regardé par le Gouvernement Anglais comme étant la continuation vers l'Extrême-Orient des feux existants sur les autres côtes de l'Empire, la Commission aurait à rechercher, indépendamment de tout système particulier, quelles seraient les améliorations à apporter à l'éclairage de ces côtes.

Cette manière de voir, votre Excellence le comprendra, tendrait à écarter comme non avenue la Concession accordée à MM. Michel et Collas et à attribuer aux Puissances Maritimes la faculté de décider si le Gouvernement Ottoman devra se réserver ou non la construction et l'administration des nouveaux phares. Mon Gouvernement estime donc qu'elle se concilierait difficilement avec le respect des droits de souveraineté du Sultan, et qu'en l'absence de toute raison sérieuse qui la justifie, il serait d'autant moins conforme à l'équité de ne tenir aucun compte des arrangements conclus entre la Porte et les concessionnaires que le projet dont il s'agit est le résultat des longues et dispendieuses études poursuivies par ces derniers d'accord avec l'Amirauté Impériale. Quant au projet en lui-même, votre Excellence ne saurait méconnaître qu'il ne présente un caractère incontestable d'utilité générale et ne paraisse de nature à satisfaire aux besoins de la navigation internationale. Il est donc permis de penser que le Gouvernement Britannique, qui se préoccupe à juste titre des intérêts généraux de la navigation, ne voudra pas, après un nouvel examen de la question, retarder davantage la réunion de la Commission appelée à discuter ce projet et à y apporter les modifications que les Puissances jugeraient nécessaires.

Le Gouvernement de la République ne voit, d'ailleurs, aucune objection à ce qu'il soit procédé à une enquête relativement aux feux existants bien que cette partie de l'éclairage des côtes Ottomanes soit absolument indépendante du réseau qu'il s'agit de créer dans la Mer Rouge. Les phares qui se trouvent actuellement dans les eaux Turques de la Méditerranée, de l'Adriatique, et de la Mer Noire, ont été construits, en effet, en vertu de la Concession accordée en 1860 à MM. Michel et Collas, Concession prolongée en 1879 pour quinze nouvelles années.

Il est toutefois bien entendu que l'enquête proposée aurait pour but exclusif de se rendre compte des améliorations à introduire, le cas échéant, dans le fonctionnement de ces phares et nullement de remettre en discussion les conditions du contrat conclu entre la Porte et les concessionnaires. Les dispositions de cet arrangement ainsi que le tarif du droit de péage en monnaie métallique ont été, en effet, acceptés par toutes les Grandes Puissances sans exception et si le Gouvernement Britannique

* Also to Lord Dufferin (No. 8, Commercial), and Sir E. Malet (No. 4, Commercial), *mutatis mutandis*.

† Nos. 19 and 20.

I shall be obliged if your Excellency will be so good, at your early convenience, as to favour me with your advice as to the best course for Her Majesty's Government to take in the matter.

I am, &c.
(Signed) GRANVILLE.

No. 25.

The Earl of Dufferin to Earl Granville.—(Received May 2.)

(No. 5. Egypt. Commercial.)

My Lord,

Cairo, April 24, 1883.

I HAVE to apologize to your Lordship for my delay in replying to your Commercial despatch of the 22nd December last relative to the Red Sea Lighthouse Service. It is a subject which required close application to master, and it was only during spare moments of my time that I was able to go through the considerable mass of documents forwarded to me from the Foreign Office in regard to it.

Of the four lights mentioned in the correspondence with the Board of Trade, only two, namely, that upon "the Brothers" and the one at Cape Guardafui, would concern the Egyptian Government. The lighthouse on "the Brothers" is already finished. The erection of a light on Guardafui would be attended with many difficulties. The Somali Chief is opposed to the undertaking, and if a light station were established there it would be necessary to defend it with an armed guard. An Egyptian guard could not be trusted either to protect themselves or their station from the attacks of the neighbouring tribes. In the event of a night assault, they would probably abandon their guns and leave the entire establishment in the possession of the enemy. If the project is to be executed, I am afraid we shall have to provide a guard of English or Indian troops for the light. Before, however, Her Majesty's Government comes to any decision on the point, I think it well to mention that the result of my inquiries at Alexandria and at Suez in relation to the subject rather tends to show that a lighthouse on Cape Guardafui is scarcely wanted. Most of the ships passing up and down the Red Sea, I am told by persons intimately acquainted with the navigation, take a northerly course, and do not go near the cape. The weather is often very thick in the neighbourhood, and it is asserted that vessels would incur great danger in looking for the light. Several captains whose opinions have been asked are strongly against placing a light on Guardafui.

But though there may be some doubt as to the expediency of the undertaking, no financial difficulties would impede its execution. The revenues of the Lighthouse Administration have of late years been rapidly increasing, while its outlay has diminished. All the original capital has been repaid to the Government, and 19,000*l.* besides. Under the arrangement as it now exists, the Egyptian Government will get the benefit of the difference between the receipts, which amount to 70,000*l.*, and the expenditure, which only comes to 27,000*l.*

With regard to the other three lights, viz., those at Abou Ail, Mokha, and Jebel Teir, they would all be erected on Turkish territory. Everybody seems agreed that the light at Abou Ail is absolutely necessary, and that a light at Mokha is also desirable. It is doubtful, however, whether the light at Jebel Teir is so necessary. Sir George Nares in his Memorandum distinctly states that it is not required.

With regard to the Collas Concession, I do not imagine there will be much difficulty. If the Porte were distinctly informed that there was no prospect of Her Majesty's Government coming to an understanding on the tariff question, the Government of the Sultan might be able to use the announcement as a plea for nullifying the Concession, and negotiations might then be opened for the acquisition of a site on Abou Ail, and for permission to erect a light at Mokha.

With regard to the other questions raised by the Board of Trade, it may be observed that there will probably be many difficulties in the way of the levying of dues by Her Majesty's Government at Suez. The better plan would seem to be that proposed by the Foreign Office, namely, to keep the Red Sea and Guardafui lights separate, and to work them through an Egyptian Board which would collect the dues at Suez. Upon this Board Great Britain should have a Representative, as should also the Porte, if the Ottoman Government agree to the proposed arrangements at Mokha and Abou Ail. If a proper scheme were prepared and com-

municated to the Powers, it may fairly be hoped that permission could be obtained for the Egyptian Government to levy dues upon their ships at Suez. This should not, however, be allowed to retard the erection of the additional passing lights in the Red Sea, as they could almost be supported by the British trade alone.

The only alternative to the foregoing mode of procedure appears to be a proposal to the Powers for an International Commission (the Collas Concession being ignored) to consider what new lights are required in Turkish waters; but this mode of dealing with the question would probably, however, lead to intolerable delay.

I have the honour, according to your Lordship's directions, to return the papers sent to me, in original, with your Commercial despatch of the 22nd December.

I have, &c.
(Signed) DUFFERIN.

No. 26.

The Earl of Dufferin to Earl Granville.—(Received May 8.)

(No. 7. Egypt. Commercial.)

My Lord,

Cairo, April 30, 1883.

WITH reference to my despatch No. 5, Commercial, of the 24th instant, I have the honour to inclose herewith a brief statement [of the receipts and expenditure of the Lighthouse Administration during the years 1880, 1881, and 1882. Your Lordship will observe that the receipts last year amounted to £ E. 75,735, and the expenditure to £ E. 25,293, so that the benefit to the Egyptian Government is even greater than was stated in my above-mentioned despatch.

It is to be noted that, amongst the foregoing expenses, there was an item during the past year of about 20,500*l.* for a new steam-ship, and another of 2,500*l.* for the cost of "the Brothers" lighthouse, the total of these two disbursements amounting to £ E. 21,299. In the Egyptian Budget this sum is included in the ordinary expenditure, and the sum which otherwise would have been placed to the credit side of the account is thus considerably reduced; whereas, both the items, and especially the purchase of the steamer, should be regarded as exceptional expenses. Hitherto, the Egyptian Government have merely recouped themselves for the capital originally expended in the construction of the lighthouses, but it is clear that in the future they will have a large surplus at their disposal.

I have, &c.
(Signed) DUFFERIN.

Inclosure in No. 26.

EXPENDITURE.

RECEIPTS.

							RECEIPTS.		P. T.	p.
1880	..	..	..	..	..	..	..	5,390,541	14	
1881	..	..	..	..	..	..	..	6,925,142	24	
1882	..	..	..	..	..	..	..	7,573,547	32	
Total			..	..	..	..	..	19,889,231	30	

EXPENSES.

							<u>EXPENSES.</u>		P. T.	p.
									2,340,885	07
1880	..	..	..	..	..	..	..	2,266,171	30	
1881	..	..	..	..	..	..	..	2,529,357	22	
1882	..	..	..	..	..	..	..			
Total			..	..	..	..	..	<u>7,186,414</u>	<u>19</u>	

For years 1880, 1881, and 1882*—						P. T.	p.
Maintenance	..	..	..	..	..	7,135,414	19
New steamer and new lights	..	..	..	..	..	2,129,927	0
Total	..	..	..	..	..	9,266,341	19

TOTAL of Expenditures.

				1880.		1881.		1882.	
				P.T.	p.	P.T.	p.	P.T.	p.
Central Divan and branches	..	..	..	970,053	5	994,040	18	1,012,926	7
Lighthouses and workshop	..	..	..	916,712	37	973,001	28	1,032,606	19
Steam-ship	..	..	..	454,119	5	299,129	24	483,824	36
Total	..	..	..	2,340,885	7	2,266,171	30	2,529,357	22

(Signed) MORICE PASHA.

* Includes new light at Brothers and new lighthouse steamer, built in England, and paid for.—J. M.

No. 27.

Memorandum by the Earl of Dufferin.—(Received September 1.)

WITH regard to the Red Sea lights, I think Mr. Wyndham ought to be sent copies of these papers, and be instructed to inform the Porte that under no circumstance will the British Government acquiesce in the Collas Concession. Mr. Wyndham should then be requested to press upon the Porte the necessity for the erection of a light at Abou Ail and at Mokha, and a Concession for the necessary sites should be demanded. It should be explained to the Ottoman Government that it is proposed that the management of these lights should be vested in a Board sitting at Suez, on which the Porte would be represented. The Turkish Government is so anxious to maintain its foothold in Egypt, that this provision might possibly recommend the whole scheme to its acceptance. Major Baring will have no difficulty, I imagine, in arranging for the constitution of the Board of Management at Suez under the conditions mentioned by the Board of Trade and the Indian Office. He would also be in a position to require the Egyptian Government to send in the accounts relating to the light dues.

I return the papers.

(Signed) DUFFERIN.

(Signed) **DUFFERIN.**

August 30, 1883.

No. 28.

Earl Granville to Sir E. Baring.

(No. 65. Commercial.)

Foreign Office, September 24, 1883.

Sir,

I HAVE to inform you that I have been in communication with Lord Dufferin with respect to the question of the Turkish Lighthouse Service generally, and as to the erection of additional lighthouses for the Red Sea navigation.

I inclose herewith, for your information, copies of correspondence on the subject, from which you will perceive the decision arrived at by Her Majesty's Government.*

I have to request that you will proceed, as regards the Red Sea lights, in the manner suggested by Lord Dufferin, namely, to take the necessary steps for the constitution of an efficient Board of Management at Suez. In view, however, of the circumstance that you will only have just taken up the duties of your post in Egypt when this correspondence reaches you, I am willing to leave discretion to you in bringing this matter forward, though I should wish it to receive your early attention.

I am, &c.
(Signed) GRANVILLE.

No. 29.

Earl Granville to Mr. Wyndham.

(No. 168. Commercial.)

Foreign Office, September 24, 1883.

Sir,

I HAVE to inform you that I have been in communication with Lord Dufferin with respect to the question of the Turkish Lighthouse Service generally, and as to the erection of additional lighthouses for the Red Sea navigation.

I have now to request that you will proceed in the manner in the manner indicated in Lord Dufferin's letter of the 30th ultimo, namely, to inform the Porte distinctly that Her Majesty's Government decline to recognize a prolongation of the Collas Concession beyond the term when it will expire under the original arrangement of 1860, that is to say, beyond September 1884, unless the conditions laid down in my despatch No. 56, Commercial, of the 28th June, 1882, are complied with in sufficient time for full consideration of the subject before the date when the original Concession will expire. Her Majesty's Government further decline to agree to an extension of the Collas management of Turkish lights to the lighthouses in the Red Sea.

As regards the latter, you will suggest that immediate steps shall be taken for the erection of lighthouses at Abou Ail and at Mokha, and proposes that the management of the Turkish lights in the Red Sea shall be vested in a Board to sit at Suez.

I am, &c.
(Signed) GRANVILLE.

No. 30.

The Earl of Dufferin to Earl Granville.—(Received October 24.)

(No. 327. Commercial.)

Therapia, October 16, 1883.

My Lord,

IN obedience to the instructions contained in your despatch No. 168 of the 24th ultimo to Mr. Wyndham, I have addressed the subjoined notes to the Porte, one announcing our disinclination to acquiesce in the prolongation of the Collas Lighthouse Concession, except on the conditions mentioned by your Lordship, and another calling the attention of the Turkish Government to the necessity of the immediate erection of two lights at Mokha and Abou Ail.

I have thought it better to treat these two subjects in separate notes, in order to avoid confusion.

I have not alluded in my second note to the question of Michel and Collas executing the lights in the Red Sea, as I think it will be better to inform the

* The Earl of Dufferin, Egypt, No. 5, Commercial, April 24; ditto, Egypt, No. 7, Commercial, April 30; Board of Trade, May 29; India Office, June 13; to Board of Trade, June 18; Board of Trade, June 27; to ditto, July 2; India Office, July 12; the Earl of Dufferin, August 30; and to Mr. Wyndham, No. 168, Commercial, September 24, 1883.

Minister for Foreign Affairs of our objection to M. Collas' interference with the Red Sea lights by word of mouth.

In connection with this subject, I may perhaps be permitted to mention that I have had a long conversation with a French sea captain, who for several years was in the habit of navigating ships between India and the Red Sea. This officer was strongly in favour of a light at Guardafui, but failing that, he would recommend the placing of a light on the Island of Socotra. If such a light existed, vessels would then enter the Red Sea by passing round the north of that island, and thus escape the danger of running ashore at Guardafui and Ras Hafoun.

I have, &c.
(Signed) DUFFERIN.

Inclosure 1 in No. 30.

*The Earl of Dufferin to Aarify Pasha.**Therapia, October 15, 1883.*

M. le Ministre,

IN accordance with the instructions which I have received from Her Majesty's Principal Secretary of State for Foreign Affairs, I have the honour to lay before your Highness the conclusions at which Her Majesty's Government arrived in relation to the Turkish Lighthouse Service generally, so far as the mercantile interests of Great Britain are implicated therein.

In the first place, I beg leave to refer your Highness to the correspondence which has been already addressed to the Sublime Porte by Her Majesty's Embassy in its notes, namely, of the 31st August, 1879, of the 11th December, 1879, of the 23rd April, 1880, and of the 26th May, 1881.

In continuation of this correspondence, I have been again instructed by Lord Granville to inform the Sublime Porte that should the question arise of the prolongation of the Michel and Collas Concession beyond the term when it will expire under the original arrangement of 1860, that is to say, beyond September 1884, Her Majesty's Government could only acquiesce in such a prolongation on the fulfilment of certain conditions which would have to be complied with in sufficient time for a full consideration of the subject before the date when the original Concession will expire.

Stated shortly, these conditions are that the terms embodied in the original agreement between the parties should be observed, namely, first, that there should be an examination of the accounts of the concessionnaires; secondly, that the question should be decided whether or not as a result of this examination the present scale of charges should be revised; and, thirdly, that inquiry should be held as to whether a necessity existed for any alteration in the present lights or for the establishment of new ones on the shores of the Mediterranean and Black Seas.

I avail, &c.
(Signed) DUFFERIN.

Inclosure 2 in No. 30.

*The Earl of Dufferin to Aarify Pasha.**Therapia, October 15, 1883.*

M. le Ministre,

I HAVE been instructed by my Government to call your Highness' attention to the pressing necessity which exists for the establishment of two lights on Turkish territory in the Red Sea, namely, one at Mokha and another at Abou Ail, or one of the neighbouring islands.

There can be no doubt that the absence of lights at these spots are the occasion of great danger both to life and property. As your Highness is probably aware, an Egyptian Board is already in existence charged with the function of levying light dues on all vessels entering the Red Sea. The revenues derived from this source are considerable, and are, indeed, in excess of the requirements of the present restricted Lighthouse Service. There would, therefore, be no difficulty in obtaining the necessary funds for the maintenance of the two additional lights I have referred to, as well as for the gradual repayment of their original cost.

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Should the Sublime Porte be disposed to supply the pressing wants I have indicated, Her Majesty's Government would suggest that a Turkish Delegate should be appointed on the existing Egyptian Board for the purpose of co-operating in the control and management of the Red Sea Lighthouse Service.

I avail, &c.
(Signed) DUFFERIN.

No. 31.

Sir E. Baring to Earl Granville.—(Received November 22.)

(No. 168. Commercial.)

My Lord,

Cairo, November 12, 1883.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch No. 65, Commercial, of the 24th September.

If I understand the matter rightly, the case stands as follows:—

1. Her Majesty's Government has decided that it is desirable to erect lighthouses on the Island of Abou Ail and at Mocha.
2. These lighthouses are to be erected by the Turkish Government.
3. The management of these lighthouses is to be vested in a Board, which is to sit at Suez. The Ottoman Government is to be represented on this Board, but the European element is to preponderate.
4. The Egyptian light dues are to be reduced, and an amount equivalent to the reduction is to be levied at Suez in order to pay for the working and maintenance of the new Turkish lights.

I thought it advisable to consult Morice Pasha as to the best method of giving effect to your Lordship's instructions.

I inclose a copy of Memorandum which Morice Pasha has addressed to me, from which your Lordship will observe that he entertains some doubts as to the advisability of adopting the precise course which is proposed. I think that your Lordship may like to consider Morice Pasha's remarks, as also the observations which I am about to add. I have, therefore, taken the liberty of postponing any further action until I hear from your Lordship in reply to this despatch.

There appear to me to be some objections to constituting a Board of Management at Suez. As the head-quarters of the Egyptian Lighthouse Administration is at Alexandria, the Suez Board would be entirely separated from that Administration. It would not be worth while to engage a special ship to inspect the Turkish lights. To do so would involve additional expenditure, which would, in some form or other, fall on the trade. The Egyptian lighthouse steamer might most conveniently be utilized for the inspection of the Turkish lights. The employment of the steamer would be facilitated if the two Administrations were not completely separated.

If a Board were constituted at Suez it must consist of at least three members. This would again involve considerable additional expenditure.

Again, although I have not yet communicated with the Egyptian Government on the subject, I think it not improbable that they would prefer that no new Board, especially if one of its members represented the Ottoman Government, should be created in Egypt. There are, in fact, already so many Boards and Commissions in Egypt, that it is desirable, if possible, not to add to their number.

On the whole, I venture to think that the most economical course would be, in some form or another, to utilize the services of the present Egyptian Lighthouse Administration.

By far the simplest plan, if it be practicable, would be to allow the Egyptian Lighthouse Administration to erect and maintain the new lights, the Turkish Government receiving an annual rent for the land.

It is possible, however, that this proposal would encounter insuperable objections on the part of the Turkish Government.

In connection with this branch of the subject, your Lordship will observe that Morice Pasha suggests that, should the Turkish Government raise objections, it might be possible to station a light-ship at Abou Ail. For this Morice Pasha thinks that "no sanction would be required." I am unable to say how far this view of the case is correct, but the suggestion appears to be one which deserves consideration.

If the objections entertained by the Turkish Government to the erection and maintenance of the lights by the Egyptian Lighthouse Administration are insuperable, I would suggest that the following plan might be adopted.

An Ottoman Representative might reside at Alexandria. Whenever any question arose which affected the Turkish lights, it should be decided by a Board consisting of Morice Pasha, a Representative of Great Britain, and a Representative of the Ottoman Government. The most convenient plan would be to name as the Representative of Great Britain one of the English officers at present employed under Morice Pasha in the Lighthouse Administration. A separate revenue and expenditure account of the Turkish lights would, of course, be kept.

I think that this plan would, from the administrative point of view, be more convenient than to constitute a separate Board at Suez. At the same time, it would be more economical.

As I have already mentioned, I have not yet ascertained the views of the Egyptian Government on this subject, as I thought that, in the first instance, it would be advisable to await your Lordship's reply to this despatch. I am therefore unable to say whether they are likely to raise any difficulties.

I am not sure whether, in the event of there being a surplus on the Turkish Lighthouse Account, the money is to be handed over to the Turkish Government. It would be desirable that I should receive instructions on this point.

I observe in the correspondence forwarded with your Lordship's despatch under reply, that allusion is made to the desirability of constructing a lighthouse on Cape Guardafui. As this subject has very frequently engaged my attention both in Egypt and in India, I trust I may be allowed to say that, so far as I have been able to gather, the weight of authority is decidedly against the construction of this lighthouse. Not only would it be difficult to construct and very expensive, but almost all the captains of vessels whom I have consulted on the subject were of opinion that it would be useless by reason of the thick haze which during the monsoon hangs over the African coast. I may mention also that Morice Pasha is opposed to the construction of this light. The distance from Galle to Aden via the north-east end of Socotra is only very slightly in excess of the distance via Guardafui, and, if a light is constructed on Socotra, I hardly think that any light on Cape Guardafui would be necessary.

I have, &c.
(Signed) E. BARING.

Inclosure in No. 31.

Memorandum on Egyptian Lighthouses, by Morice Pasha.

WITH regard to the constitution of a Board of Management at Suez for two or three lighthouses in the Red Sea, whilst there already exists at Suez a branch of the Egyptian Lighthouse Administration, I think I shall be able to show the impracticability of the working of such a Board, as well as its non-utility. I venture to think there are other ways of arriving at the object intended in suggesting such a Board, which offer less objections.

It would cause confusion, and be a hindrance with regard to the effective working of the present service. Suppose a lighthouse required assistance suddenly, the present Egyptian lighthouse steamer could not be called upon to render it to the possible neglect of its own service. Should, therefore, a special steamer be kept or hired for the service of these two or three lighthouses? The Turkish Government might insist that the lighthouse-keepers should be natives (Turks), over whom the Mixed Board would scarcely have a complete control.

Experience has shown that natives are not to be trusted with the sole charge of a light, especially if in an isolated position. The expense of a Turkish member of the Board would be considerable, say, 500*l.* a-year, with only a nominal duty, that of checking the number of ships passing by the Red Sea, on whose tonnage his Government would receive a portion of the present light dues collected on all ships.

In the first place, as Her Majesty's Government has decided not to acquiesce in the Michel and Collas Convention, it remains only to treat with the Turkish Government as to the erection of the lights required. As to that on *Abou Ail*,

north-east of Abou Zukur and 13 miles from the shore, a spot worthless as a possession, I should not apprehend that the Turkish Government would be unapproachable on terms for this. As to *Mokha*, that would require other arrangements.

The Egyptian Lighthouse Administration is in a position to erect and maintain both these lights from its present revenue without imposing a new tax, and, at the same time, to indemnify Turkey, if necessary, and in moderation for the possession of Abou Ail, for the sole purpose of erecting a light.

As to *Mokha*: If the Turkish Government wished and were prepared to undertake it they might maintain the light, and the Egyptian Government recoup them for the cost, *i.e.*, from the Lighthouse Administration.

Abou Ail is the more necessary light. I apprehend that it is scarcely necessary to represent the importance of these two lights to the Turkish Government to the extent of its being necessary they should have a representative on the Board of their management. The formation of the present Egyptian Lighthouse Administration may be said to have worked with efficiency, and anything likely permanently to interfere with it is to be avoided. It is composed necessarily of a certain number of Europeans, with the Chief, an English naval officer.

Should difficulties be made by the Turkish Government as to the cession of Abou Ail, I should suggest that a light-ship should be placed there, and should say no sanction for this would be required. In the event of any reform in the lighthouse revenue, I would strongly recommend the special *claim* that the employés of long and good service have with regard to pensions, or provisions being made for them after long and meritorious service, or accidents or sickness incurred in the service.

(Signed) MORICE PASHA.

No. 32.

Earl Granville to the Earl of Dufferin.

(No. 221. Commercial.)

My Lord,

Foreign Office, December 12, 1883.

WITH reference to my despatch No. 168, Commercial, of the 24th September, and to your Excellency's reply of the 16th October, No. 327, Commercial, I transmit herewith, for your information, the correspondence, as marked in the margin,* on the question of the Red Sea lights.

I shall be glad to receive your Excellency's observations on the papers, copies of which are herewith inclosed.

I am, &c.
(Signed) GRANVILLE.

No. 33.

The Earl of Dufferin to Earl Granville.—(Received February 27.)

(No. 33. Commercial.)

My Lord,

Constantinople, February 19, 1884.

I HAD another conversation with Saïd Pasha yesterday about the Red Sea lights, mentioned in your Lordship's despatch No. 221, Commercial, of the 12th November last. His Highness again reverted to the difficult relations in which the Porte stood towards MM. Michel and Collas, and informed me that he had requested M. Collas to come to Constantinople with the view of getting the matter settled in accordance with our suggestions.

Having explained to his Highness, in reply, that we had not consented and would never consent to the proposed Michel and Collas Concession, I represented to him that the traffic of European vessels through the Canal and along the coasts of

the Red Sea was every day increasing in its proportions, and that it was quite intolerable that the vessels and goods of the mercantile communities of the world should be endangered by the want of a couple of lights which could be erected without difficulty, and which would not entail the loss of a sixpence to the Imperial Treasury.

I then asked his Highness whether he would object to allowing the lighthouses to be erected under the auspices of the Egyptian Lighthouse Administration, and when he demurred to this I civilly hinted that in barbarous and outlying parts of the world, where there was no responsible native authority capable of undertaking such a work, foreign Governments very often set up and maintained lighthouses on their own initiative, but that this was an alternative which I felt it would be hardly necessary to mention except in the most casual manner.

I have, &c.
(Signed) DUFFERIN.

No. 34.

The Earl of Dufferin to Earl Granville.—(Received May 7.)

(No. 83. Commercial.)

My Lord,

Constantinople, April 30, 1884.

I HAVE the honour of forwarding to your Lordship the answer I have received from the Porte to my note No. 189 of the 15th October last, in which I informed the Minister for Foreign Affairs that it was not the intention of Her Majesty's Government to acquiesce in the prolongation of the Michel-Collas Concession, except under the conditions previously stipulated. The Porte now deprecates the determination we have thus enunciated, on the grounds (1) that, though to its great regret, the British Government was not informed of the fact, the renewal of the Michel-Collas Concession is a *fait accompli* since the 30th June, 1879; (2) that the grantees have duly paid their percentage, and that, consequently, there can be no question of examining their accounts; (3) that the existing lighthouse dues are exceptionally moderate; and (4) that the service is so well conducted, and the Turkish coasts are so well lighted, that there can be no necessity for instituting an inquiry as to whether the system is susceptible of further improvements.

In reference to the foregoing pleas of the Porte, it is unnecessary for me to remind your Lordship that to justify the barefaced breach of a covenant by referring to that breach as a *fait accompli* is a transparent device which it is not worth while to notice, especially as the existing Michel and Collas Concession does not lapse until the 4th September, 1884.

Nor are the other pleas put forward by the Turkish Government deserving of more serious consideration. Indeed, I happen to be in a position to supply your Lordship with a singularly opportune confutation of the grounds upon which the most plausible of them is advanced, namely, that the light dues are moderate, and the light service so efficiently performed as to be incapable of further improvement. A strenuous representation, copy of which I forward herewith, has just been made by the Austrian Lloyd Company to the Imperial and Royal Ambassador, bitterly complaining of the grievous burden imposed upon foreign shipping by the excessive dues exacted by MM. Michel and Collas under their existing Contract, as well as of the unsatisfactory manner in which in many respects the light service is conducted.

It is stated that, within the space of twenty-four years, the Austrian Lloyd Company has paid away in light dues 3,120,000 fl., or 130,000 fl. a-year, one-half of this sum being sufficient to pay the expenses of the Administration.

As a consequence, MM. Michel and Collas received on the gross receipts an annual dividend of 63 per cent., of which they reserve 40 per cent. for themselves, and pay 23 per cent. to the Government. The Company further complain that, although their steamers are interdicted from the passage of the Bosphorus and Dardanelles by night, they are, nevertheless, required to pay very high rates for the lights on the shores of these straits, and in many other places dues are exacted for lights which do not exist. They are further of opinion that when the question of the reduction of the dues is brought forward, the new tariff ought not to exceed one-third of that in operation, on the ground, first, that MM. Michel and Collas have not only fully reimbursed themselves for their original outlay, but have reaped exorbitant profits by the excessive taxation they have imposed on the commerce of

Europe during the last twenty-four years; secondly, that lighting is now 80 per cent. cheaper than it formerly was, owing to the introduction of cheap petroleum; thirdly, that since the last war the extent of the Turkish littoral has been much reduced, and the expense of maintenance consequently diminished; and, lastly, that postal navigation, since the date of the original Concession in 1860, has more than doubled its tonnage. They therefore pray that at the expiration of the present Concession an International Commission should be appointed for the purpose of elaborating a new tariff of dues more in conformity with those of other States, and the actual acquirements of the present service.

Your Lordship will observe that the document concludes by stating that, in order to obtain an illicit prolongation of their Concession, MM. Michel and Collas have made a loan to the Turkish Government of 100,000*l.*, and have offered at the same time to pay the Government in future 29 instead of 23 per cent. on the gross receipts.

There can be no doubt that the Board of Trade will be able to furnish your Lordship with facts confirmatory of the view taken by the Austrian Lloyd Company, and in this expectation I have deferred replying to the Porte's note until I shall be further instructed by Her Majesty's Government. I have, however, placed myself in communication with the Austrian Ambassador, who, I find, is fully prepared to insist on the revision of the tariff and the other rights we are entitled to claim under the original stipulations agreed upon between the Powers and the Porte.

I have, &c.
(Signed) DUFFERIN.

Inclosure 1 in No. 34.

Aarify Pasha to the Earl of Dufferin.

M. l'Ambassadeur,

Sublime Porte, le 10 Avril, 1884.

J'AI eu l'honneur de recevoir la note que votre Excellence a bien voulu m'adresser le 15 Octobre dernier, relativement au service des phares de l'Empire Ottoman.

Votre Excellence déclare dans cette note que dans le cas où la question d'une prolongation de la Concession de MM. Collas et Michel au delà du 4 Septembre, 1884, viendrait à être soulevée, le Gouvernement de Sa Majesté Britannique n'y donnerait son acquiescement qu'après l'accomplissement des trois conditions sur lesquelles les deux Gouvernements sont tombés d'accord dès l'origine.

Ces conditions sont :—

1. Qu'il y aura un examen des comptes des concessionnaires;
2. Qu'une décision sera prise pour examiner si le tarif des droits doit ou non être soumis à une revision;
3. Qu'une enquête sera faite pour décider s'il est nécessaire d'apporter des changements dans les phares actuels ou d'en établir de nouveaux sur les côtes de la Méditerranée et de la Mer Noire.

Animé du plus vif désir de donner satisfaction au Cabinet de Saint-James, le Gouvernement Impérial croit devoir lui fournir les explications qui lui paraissent les mieux faites pour aplanir et résoudre les différences d'appréciation plutôt apparentes que réelles qui semblent exister dans cette question. Il est évident, en effet, que des points très importants, de nature à modifier l'opinion du Gouvernement Anglais, ont échappé à sa haute attention.

La note de votre Excellence porte que dans le cas où la Concession se prolongerait au delà du 4 Septembre, 1884, le Gouvernement de Sa Majesté Britannique ne saurait adhérer à cette prolongation.

Or, celle-ci n'est plus une question à naître ni à débattre entre le Gouvernement Ottoman et les concessionnaires de 1860. C'est un fait accompli depuis le 30 Juin, (12 Juillet), 1879. Le Contrat passé à cette époque a mis à la charge des concessionnaires, en échange de la prolongation, diverses obligations importantes, notamment celle de construire dix-neuf phares nouveaux, qui étaient alors demandés depuis plusieurs années à la Sublime Porte, par les navigateurs, les Compagnies d'Assurances Maritimes et divers Gouvernements.

Non seulement ces dix-neuf phares ont été construits, mais il a dû en être établi encore d'autres.

Le Contrat est donc devenu un acte définitif entre le Gouvernement Ottoman et les concessionnaires.

D'ailleurs, l'examen de cette question n'a pas été complètement ignoré par le Cabinet Britannique. Sir Henry Layard l'a constaté lui-même dans différentes notes adressées à la Sublime Porte.

Il est vrai qu'à cette époque, par suite d'une omission tout à fait involontaire, la Convention fut arrêtée et signée sans que les stipulations qu'elle contient eussent été portées préalablement à la connaissance de l'Ambassade Britannique. Le Ministère des Affaires Étrangères en a exprimé le regret dans une note adressée à son Excellence Sir Henry Layard le 10 Mars, 1880. Mais cette omission, quelque regrettable qu'elle soit, ne saurait altérer en rien la nature actuelle du Contrat, qui existe entre la Sublime Porte et les concessionnaires.

En ce qui concerne les trois conditions posées à l'origine, les explications qui suivent les réduiront à leur juste valeur.

La première relative à l'examen des comptes des concessionnaires n'a pu être établie que parce qu'on ne s'était pas suffisamment pénétré alors des termes du Contrat de 1860.

Ce Contrat porte que les concessionnaires payeront au Gouvernement Ottoman une redevance fixe, calculée sur le montant brut de la totalité des droits de phares. En dehors de cette obligation qu'ils ont scrupuleusement remplie, on ne peut rien exiger d'eux.

La deuxième condition énonce qu'on examinera si le tarif des droits doit être soumis à une revision ou maintenu.

A ce propos, il y a lieu de faire remarquer tout d'abord que le tarif des droits de phares en Turquie est des plus modérés; il n'a à redouter la comparaison avec aucune des taxes similaires établies dans les autres pays.

De plus, les améliorations qui ont été apportées ont procuré à la navigation des avantages qu'il convient de faire ressortir et dont on doit tenir compte.

D'après la Convention de 1860, le nombre des phares à établir sur le littoral de l'Empire Ottoman était limité à 96; il en a été établi 113.

D'après la prolongation de 1879 on devait en construire 19 nouveaux; il en a été construit 25.

Ainsi, au lieu de 96 phares, il en a été construit 138.

Comme service, depuis leur création ils n'ont donné lieu qu'à des éloges.

Il découle de là que la sécurité donnée à la navigation a dépassé de 44 pour cent les prévisions de la Concession de 1860. En d'autres termes, le tarif dont on demande la revision a déjà subi dans la pratique une modification équivalente.

La troisième condition indique qu'une enquête sera faite pour décider s'il est nécessaire de faire des changements dans les phares actuels ou d'en établir de nouveaux sur les côtes de la Méditerranée et de la Mer Noire.

Cette précaution qu'il pouvait paraître sage de prendre à l'origine est devenue complètement superflue; la notoriété publique prouve suffisamment l'utilité des phares actuels, leur bon fonctionnement, leur régularité et le Gouvernement Ottoman, le passé le prouve également, a affirmé son empressement à satisfaire les besoins de la navigation chaque fois qu'ils étaient démontrés.

Les considérations qui précèdent donnent au Gouvernement de Sa Majesté Impériale le Sultan lieu de penser que l'état actuel de la question, essentiellement différent de celui auquel s'appliquaient les réserves rappelées, n'a pas fait l'objet d'un examen spécial de la part du Gouvernement de Sa Majesté Britannique.

En priant votre Excellence de vouloir bien soumettre ces éclaircissements à la haute et judicieuse appréciation de son Gouvernement, j'aime à espérer qu'ils seront de nature à élucider la question; je reste toutefois à son entière disposition pour lui fournir des explications complémentaires dans le cas où celles qui précèdent ne répondraient pas suffisamment aux objections présentées.

Veillez, &c.
(Signé) A. AARIFY.

cela évidemment pour l'obtention d'une prolongation de la Concession, prolongation qu'ils ont malheureusement obtenue.

Ces messieurs, prévoyant encore que les Puissances s'opposeraient vivement à la continuation de leur tarif excessif, ont inséré parmi les clauses de cette prolongation la condition que toute diminution du tarif actuel irait à la charge du Gouvernement.

Mais malgré toute l'opposition et toutes les difficultés certaines de la part du Gouvernement et toute la prévoyante astuce des concessionnaires, toutes les apparences promettent avec certitude que leurs Excellences MM. les Ambassadeurs résidant dans cette capitale sont prêts à soutenir avec une ferme énergie le droit de revision et de faire les plus grands et les plus louables efforts dans le but d'obtenir un tarif basé sur la justice et sur l'équité.

Dans la pleine conviction que votre Excellence, dont la haute bienveillance et l'amour ardent pour la justice sont partout proclamés avec les plus sincères louanges, voudra bien se saisir avec le plus grand intérêt de cette affaire majeure qui touche immensément ma Compagnie, et faire les plus nobles efforts pour le triomphe de la justice et l'avantage des intérêts nationaux, j'ai l'honneur de l'en remercier d'avance avec la plus profonde gratitude, et de la prier de bien vouloir agréer, &c.

L'Agent-Général du Lloyd Austro-Hongrois,
(Signé) G. FORNI.

No. 35.

The Earl of Dufferin to Earl Granville.—(Received May 7.)

(No. 87. Commercial.)

My Lord,

Constantinople, May 3, 1884.

ON repeated occasions, I have pressed Assym Pasha to consent to some reasonable arrangement under which a light might be immediately erected upon Abou Ail.

It is needless for me to weary your Lordship by a repetition of the considerations with which I supported my request, but in order to convey an idea of the hopelessness of argument in these cases, I may mention that his Excellency gravely observed that for centuries the Red Sea had remained in darkness, and that consequently there could be no very pressing necessity for the light in question, this observation being made in spite of my having brought to the Minister's notice the enormous rate at which the traffic through the Suez Canal was annually increasing. I am bound, however, to say that Assym Pasha expressed himself in very friendly terms, and stated that the only reason why the Porte found itself unable to comply with our suggestion was in consequence of its having granted a Concession for the Red Sea lights to MM. Michel and Collas, who would at once come down on the Turkish Government for heavy damages were the Porte to infringe their existing agreement by permitting any other parties to execute the work, adding that if only the Turkish Exchequer were in a more flourishing condition, they would gladly pay an indemnity to MM. Collas in order to meet our views.

I did not fail to reiterate the observations I had already made in reference to the Porte's dealings with the above French firm, and again conveyed to Assym Pasha a decided intimation that we would never consent to any tariff which might be proposed to us with the view of rendering the Michel-Collas Concession in the Red Sea available, and I concluded by requesting the Minister to favour me with a written reply to my note No. 190 of the 15th October, 1883.

In order to prevent confusion, I may observe that I sent two notes to the Porte on the same day, one No. 189 and the other marked No. 190, both of them being inclosed in my despatch to your Lordship No. 327, Commercial, of the 16th October, 1883. The note of the Porte sent by this day's messenger in my despatch No. 83, Commercial, relates to the Michel-Collas Mediterranean Concession. To my other note about the lights in the Red Sea I have not yet had a formal answer.

Perhaps your Lordship would consider whether, in order to obtain the object we have in view, I should try and arrange with the Porte for the erection of this particular light on Abou Ail by MM. Michel and Collas, on the condition, not that a Turkish Delegate should become a member of the Egyptian Light Commission, but that the Egyptian Light Commission should undertake to pay from

their funds an annual sum to the Turkish Government to cover the expenses of the erection and maintenance of the Abou Ail light; or would your Lordship authorize me to inform the Turkish Government that as it is out of the question that this dangerous passage should remain unlighted, the Egyptian Government will themselves undertake the duty of fixing a light on the rock.

I have, &c.
(Signed) DUFFERIN.

No. 36.

Earl Granville to the Earl of Dufferin.

(No. 66. Commercial.)

My Lord,

Foreign Office, May 20, 1884.

THE Turkish Ambassador spoke to me this afternoon about M. Collas' Concession from the Porte for the construction and maintenance of Turkish lighthouses.

Musurus Pasha said that Her Majesty's Government had protested against the Concession, but that M. Collas had gone beyond the terms of the agreement, had constructed more lighthouses than had been stipulated, and had altogether behaved in so liberal a spirit, that it was impossible for the Porte to withdraw it.

Musurus Pasha added that M. Collas was now in England, and was desirous of doing anything in his power to meet the wishes of Her Majesty's Government in regard to his Concession. His Excellency asked that he might have an introduction to the authorities at the Board of Trade.

Your Excellency's despatches Nos. 83 and 87, Commercial, of the 30th ultimo and 3rd instant, are now with that Department. I shall make known to the Board, in connection with these papers, the representations and suggestion made by Musurus Pasha.

I am, &c.
(Signed) GRANVILLE.

No. 37.

Earl Granville to Musurus Pasha.

M. l'Ambassadeur,

Foreign Office, July 17, 1884.

WITH reference to the communication which your Excellency made to me on the 20th May, I have now the honour to inform you that M. Collas has been in communication with the Board of Trade and with this Office on the question of the dues charged for the lights under the Ottoman Lighthouse Administration. M. Collas has refused to give effect to the engagement recorded in the note from Aali Pasha to Sir Henry Bulwer of the 21st April, 1863,* to publish or produce the accounts of the

* *Aali Pasha to Sir H. Bulwer.*

M. l'Ambassadeur,

Sublime Porte, le 21 Avril, 1863.

J'ai l'honneur d'accuser réception de la note que votre Excellence m'a adressée sous la date du 14 Avril courant pour m'informer qu'à la suite des explications qui ont été fournies aux Lords du Board of Trade par M. Collas, Directeur-Général des Phares de l'Empire Ottoman, il avait été transmis à votre Excellence des instructions tendant à adhérer :

1. A ce que les droits de phares soient payés au taux de 100 piastres la livre Turque.
2. A ce que les droits à payer pour les nouveaux feux à construire ne soient pas soumis à revision, après une expérience des dépenses qu'occasionnera leur construction et leur entretien.

Votre Excellence ajoute que son adhésion reste subordonnée, cependant, à l'acceptation des quatre conditions suivantes :—

1. Qu'à l'expiration ou avant l'expiration du contrat, en vertu duquel les phares sont construits et desservis, il sera publié ou produit, des comptes démontrant les dépenses et les recettes des phares à cette époque.

2. Que ce Contrat ne sera pas renouvelé et qu'aucune démarche ne sera faite par le Gouvernement Ottoman, pour prolonger la durée des tarifs de droit, au delà des vingt ans fixés pour la durée du dit Contrat sans que le Gouvernement de Sa Majesté ait été mis en mesure de présenter ces objections et de réclamer telle revision de tarif qui pourrait paraître nécessaire afin de faire que les recettes soient exactement la représentation des dépenses.

3. Que puisque des droits sont payés pour les phares, la mer devra être ouverte à la navigation de nuit et de jour.

expenditure and receipts for these lights. The communications which have taken place with M. Collas have therefore failed to afford means of fulfilling the further condition agreed to by the Porte in the above-mentioned note of 1863, of considering at the present time, when the original Contract of 1860 is about to expire, the subject of the revision of the tariff of dues, with the object of providing a scale of charges by which the receipts shall correspond with the sum required in order to defray the expenses of these establishments. In this state of things, it does not appear that any useful result is likely to be attained by further communication in London with M. Collas. Her Majesty's Government hold that they are clearly within their right, under the above engagements with the Porte, and considering how largely British shipping is interested in this matter, in requiring to see the accounts in question before accepting statements made with regard to matters of detail connected with the Concession granted to M. Collas, and the results of that Contract. Consent to the renewal of the Concession would, if given, bind British shipping to the payment of the present charges, which are obviously in excess of the actual expenditure for a long term of years.

Her Majesty's Government have therefore come to the conclusion, that it will be preferable that the further negotiations on this question shall take place at Constantinople.

I have, &c.
(Signed) GRANVILLE.

4. Que les objections ou critiques faites par M. le Capitaine Spratt concernant la position ou le caractère des nouveaux feux seront examinées soigneusement.

J'ai l'honneur de faire savoir à votre Excellence que le Gouvernement de Sa Majesté Impériale, désireux d'aplanir toutes les difficultés et d'adopter en toutes circonstances les mesures les plus libérales et les plus propres à développer le commerce et la navigation, accepte les conditions qui ont été posées par les Lords Commissaires du Board of Trade.

Toutefois il demeure bien entendu que telle adhésion ne saurait affaiblir en rien le droit que la Sublime Porte aura à l'expiration du terme de vingt ans de prendre à cet égard telles mesures qu'elle jugera conforme à ses intérêts, pourvu que ces mesures ne soient pas contraires aux Traités existants et de nature à porter des préjudices au commerce et à la navigation en général.

En ce qui concerne les Nos. 3 et 4, je ferai remarquer à votre Excellence que le No. 3 était déjà concédé, ainsi que cela résulte de la note que la Sublime Porte a adressée le 7 Août, 1862, aux Représentants des Puissances étrangères et que pour le No. 4 l'éclairage du Golfe de Smyrne, du Canal de Chio, et du Canal de Metélin (seuls points pour lesquels les observations de M. le Capitaine Spratt soient connues) a été arrêté d'accord avec cet officier supérieur de la marine de Sa Majesté Britannique, ainsi que cela résulte également de la lettre que l'Administration Générale des Phares a eu l'honneur d'adresser à votre Excellence à la date du 5 Septembre, 1862.

Les travaux de la construction des phares dans la Mer Noire, à Smyrne, et sur quelques autres points de l'Archipel, allant être repris immédiatement et poussés avec la plus grande activité, afin que conformément au désir qui a été manifesté par le Board of Trade, pendant le séjour de M. Collas à Londres, le plus grand nombre possible de points soit éclairé, avant l'entrée de l'hiver de l'année 1863.

J'aurai soin de désigner plus tard à votre Excellence les phares qui devront être allumés, au fur et à mesure de leur achèvement, afin que votre Excellence veuille bien d'avance envoyer à MM. les Consuls et Agents Consulaires de ces localités des instructions de nature à éviter toutes difficultés quand l'application des tarifs propres à chaque localité deviendra obligatoire.

Veillez, &c.
(Signé) AALI.

Sir H. Bulwer to Aali Pasha.

Altesse,

Constantinople, le 27 Avril, 1863.

Je viens de recevoir la note en date d'hier que votre Altesse m'a écrite en réponse à celle du 4 courant que j'ai eu l'honneur de lui adresser au sujet des droits de phares.

Je dois faire observer à votre Altesse que la réserve qu'elle fait du droit de la Porte d'adopter à l'expiration du terme du présent Contrat telles mesures qu'elle jugera conformes à ses intérêts a l'air d'être tant soit peu en contradiction avec le deuxième point sur lequel j'ai ordre d'insister.

Je dois aussi observer que le libre passage du Déroit de nuit n'est pas encore accordé, comme votre Altesse paraît le croire. Il est urgent que je sois satisfait à ce sujet, car je serai obligé si les conditions spécifiées ne sont pas pleinement acceptées de suspendre dès à présent les paiements des droits de phares à raison de 100 piastres par livre Turque que j'étais prêt à sanctionner.

Je saisis, &c.
(Signé) H. BULWER.

No. 38.

Musurus Pasha to Earl Granville.—(Received August 12.)

Milord,

Ambassade Impériale Ottomane, Londres, le 9 Août, 1884.

JE me suis fait un devoir de communiquer à mon Gouvernement la note que votre Excellence a bien voulu m'adresser en date du 17 du mois dernier au sujet des droits de phares de l'Empire Ottoman; et, conformément aux instructions que j'ai reçues de son Excellence Assim Pacha, j'ai l'honneur de répondre à la note précitée de votre Excellence.

Par cette note, votre Excellence m'informe que le Gouvernement de Sa Majesté la Reine, se fondant sur la note adressée en date du 21 Avril, 1863, par feu son Altesse Aali Pacha à feu Sir Henry Bulwer, insiste sur la présentation des comptes relatifs aux recettes et aux dépenses des phares de l'Empire Ottoman, et sur la revision du Tarif actuel en vue d'établir une échelle des charges d'après laquelle les recettes correspondraient à la somme nécessaire pour défrayer les dépenses de ces établissements, et que, comme M. Collas n'a pas fourni ces comptes, il lui paraît préférable que les négociations ultérieures sur ces questions aient lieu à Constantinople.

Le Gouvernement Impérial pense que les promesses, plus ou moins contestables en droit, qui ont pu être faites par son Altesse Aali Pacha, n'ont pas aujourd'hui leur raison d'être par suite des changements radicaux apportés depuis 1863 dans l'ensemble du service des phares. En effet, au lieu des 96 phares stipulés dans le Contrat primitif de Concession, il y en a maintenant 140; la nécessité de pourvoir aux dépenses occasionnées par la construction des 44 phares additionnels, la régularité avec laquelle ces phares ont fonctionné pendant un si long espace de temps, et la satisfaction qu'ont causée généralement les services rendus au commerce et à la navigation par cette grande œuvre de progrès, ont porté, en 1879, le Gouvernement Impérial à prolonger la Concession jusqu'en 1899; et la Sublime Porte aime à croire que cette décision, qui constitue un fait accompli sur lequel il lui est désormais impossible de revenir, sera appréciée et fera cesser, quant à la note précitée de son Altesse Aali Pacha, toute interprétation tendant à affecter les droits de souveraineté et d'indépendance de l'Empire.

D'ailleurs, la note de son Altesse Aali Pacha porte textuellement ce qui suit:—

"Toutefois, il demeure bien entendu que cette adhésion ne saurait affecter en rien le droit que la Sublime Porte aura, à l'expiration du terme de vingt ans, de prendre telles mesures qu'elle jugera conformes à ses intérêts, pourvu que ces mesures ne soient pas contraires aux Traités existants et de nature à porter des préjudices au commerce et à la navigation en général."

Et il s'ensuit que, aujourd'hui où le terme de vingt ans va expirer, la Sublime Porte, toute résolue qu'elle est à ne rien faire de contraire aux Traités existants ni de préjudiciable aux intérêts du commerce et de la navigation, tels qu'ils sont garantis par ces Traités, a le droit et se croit libre de prendre telles mesures qu'elle jugera conformes à ses intérêts et compatibles avec sa dignité et son indépendance.

En ce qui concerne la proposition de votre Excellence de transférer les négociations ultérieures sur la question des phares à Constantinople, où les Représentants des autres Puissances voudraient évidemment y participer, je dois faire observer à votre Excellence que, à l'exception de la Grande-Bretagne, ni lors de la création de l'institution des phares, ni depuis, aucun échange de vues n'a eu lieu entre la Sublime Porte et les autres Puissances, et que le Gouvernement Impérial ne saurait consentir aujourd'hui à transformer la question des phares en débats internationaux.

Indépendamment des exigences financières présentes de l'Empire, lesquelles ne pouvaient certes être prévues en 1863, les Ministres actuels de Sa Majesté Impériale le Sultan ne sauraient assumer la responsabilité d'admettre une si grave atteinte à l'indépendance de l'Empire, ni consentir à ce que cet Empire soit traité, sur la question des phares, autrement que les autres États, ni s'engager, par conséquent, à soumettre aux Puissances étrangères l'examen des dépenses et des recettes de ses phares en vue d'en fixer le tarif à un taux correspondant aux frais d'entretien. Il n'y a aucun exemple, aucun précédent d'une pareille intervention des Puissances étrangères dans l'administration des phares d'aucun pays.

Les phares Ottomans fonctionnent à la satisfaction générale; le tarif y relatif est en fait absolument plus modéré que les autres États. La Sublime Porte est

toujours disposée à introduire dans l'administration de ses phares toutes les améliorations possibles, et à construire d'autres phares sur d'autres points de son littoral où il serait jugé utile; et c'est dans ce but que, par déférence pour le Gouvernement de Sa Majesté la Reine, et en considération de la correspondance échangée en 1863, entre les deux Gouvernements, qu'elle a député à Londres M. Collas, Chef de l'Administration des Phares de l'Empire, et qu'elle m'a chargé d'appuyer les explications fournies par ce fonctionnaire, à l'effet d'obtenir le retrait des objections du Gouvernement de Sa Majesté la Reine.

La Sublime Porte aime à espérer que le Gouvernement de Sa Majesté la Reine voudra bien apprécier les considérations qui précèdent. Mais elle m'a en même temps chargé de déclarer à votre Excellence que, si contre toute attente, les navires de commerce des Puissances étrangères refusaient de payer directement aux autorités Impériales compétentes les droits fixés par le tarif en vigueur, le Gouvernement Impérial, plutôt que de se soumettre à des conditions incompatibles avec sa dignité et son indépendance, plutôt que de subir les effets attribués à la note de 1863 de son Altesse Aali Pacha, se verrait dans la pénible nécessité de faire cesser le fonctionnement des phares un mois après un tel refus; car on ne peut pas l'obliger à rendre au commerce et à la navigation des services dont on conteste la contre-valeur.

La Sublime Porte, ne doutant point des sentiments d'amitié sincère du Gouvernement de Sa Majesté la Reine envers l'Empire Ottoman, et de son désir d'y encourager l'introduction d'améliorations matérielles de progrès et d'intérêt public, a la certitude qu'il voudra bien reconnaître la légitimité des observations qui précèdent, et ne plus insister sur une objection incompatible avec les droits de souveraineté d'un État indépendant.

En priant votre Excellence de vouloir bien me donner au plus tôt une réponse définitive sur cette importante question, je saisis, &c.

(Signé) MUSURUS.

No. 39.

Earl Granville to Musurus Pasha.

M. l'Ambassadeur,

Foreign Office, October 31, 1884.

HER Majesty's Government have not failed to give their most careful attention to the views of the Imperial Ottoman Government with respect to the renewal of the Collas Lighthouse Concession, as set forth in your Excellency's note of the 9th August last, and I need hardly assure your Excellency that they have been actuated with a sincere desire to meet the wishes of the Porte so far as it is possible, having regard to the many conflicting interests involved in the question.

I have already made known to your Excellency, in my note of the 17th July last, the grounds upon which Her Majesty's Government have hitherto felt themselves precluded from assenting to the renewal of the Concession in question in the face of the understanding arrived at, at the time when it was originally granted. Her Majesty's Government, however, do not wish to insist on their strict rights in this matter. If both Governments were to pursue that course the real object in view would be defeated, as shown in your Excellency's note, in which it is stated that in case of refusal to pay the light dues the lights would be extinguished. Her Majesty's Government have no desire to refuse the payment of light dues, provided satisfactory arrangements can be made to secure efficient lighting with a reasonable tariff. It was for the purpose of securing those objects that Her Majesty's Ambassador at Constantinople obtained from his Highness Aali Pasha in 1863 the undertaking as to the renewal of the Lighthouse Concession and the examination of accounts, which the Porte declines to fulfil. But Her Majesty's Government will not press for the literal fulfilment of these obligations if, as it appears, they are in conflict with the wishes of the Porte; they are prepared to treat the question in a more liberal spirit, in the hope that the Porte will adopt the same attitude in return, and that by the interchange of reciprocal Concessions a speedy and satisfactory settlement of the points at issue may be arrived at. I have accordingly to request your Excellency to be good enough to invite the consideration of the Porte to the following proposals:—

In the first place, the lighthouses in Cyprus have, as your Excellency is aware, been recently handed over to the Local Administration of that island, and Her Majesty's High Commissioner will be prepared, at the proper time, to pay to the Ottoman Lighthouse Administration the value of all stores retained by them which are not included in Article 17 of the Concession as becoming the property of the Porte at the termination of that Concession. This arrangement appears to Her Majesty's Government to be equitable, and one to which the Porte cannot reasonably object. In a note, however, addressed to the Earl of Dufferin on the 13th ultimo, M. Collas reserves his rights under the Concession granted to him by the Porte in respect to the Turkish lights generally. With a view, therefore, to prevent any further discussion arising on this point, Her Majesty's Government trust that the Porte will see fit to signify its official recognition of this transfer.

Her Majesty's Government would further suggest that steps should be taken by the Porte with a view to cancelling the Concession granted to M. Collas on the 2nd April, 1881, for the erection of a system of lights in the Red Sea and Persian Gulf, and in lieu thereof that the Porte will agree to enter into an arrangement with Her Majesty's Government, or other Powers immediately concerned, for the establishment of such lights in those waters as may from time to time be found necessary. There is, as your Excellency is doubtless aware, especial need at the present moment for one or more lights to give facilities for the navigation by night of the channel between Jebel Zukur Island and Abou Ail, in the southern extremity of the Red Sea. The Egyptian Lighthouse Administration have expressed their readiness to carry out the necessary works, and include the lighting of the neighbourhood of Abou Ail in the system at present under their control. Her Majesty's Government, while fully recognizing the sovereign rights of the Porte over this territory, trust that, unless they should desire to carry out the work themselves, they will be disposed to signify their consent to the erection of such lights in the vicinity of Abou Ail as may be found necessary, and to their administration by the Egyptian authorities. Should, however, the Sublime Porte itself determine to supply the pressing wants I have indicated, Her Majesty's Government would suggest that a Turkish Delegate should be appointed on the existing Egyptian Board for the purpose of co-operating in the control and management of the Red Sea Lighthouse Service. This matter presses: I must therefore ask for an immediate answer on this point, more particularly as it is necessary that these lighthouse works should be commenced at latest next January.

Her Majesty's Government would be glad to receive a further assurance from the Porte that the lighthouses already established in Turkish waters, under the Concessions of 1860 and 1879, shall be maintained in an efficient condition; that the sufficiency of these lights shall be fully examined, and any amelioration which may be considered necessary shall be forthwith effected, whether (1) by the erection of further new lighthouses, or (2) by greater efficiency with respect to existing lighthouses and the Lighthouse Service, and that any questions that may arise under this head shall be dealt with by Her Majesty's Embassy at Constantinople and the Imperial Ottoman Lighthouse Administration respectively.

Her Majesty's Government may stipulate for a clear understanding that the present tariff of light dues shall, under no circumstances, be increased, notwithstanding any additional expenditure for amelioration, as specified in the preceding paragraph, and, further, that if at any time a reduction of the dues is granted to the vessels of any other nation, a like reduction shall at once be made in the case of British ships.

I trust, M. l'Ambassadeur, that, in conveying these proposals to the Imperial Ottoman Government, you will draw their especial attention to the expression of Her Majesty's Government's views as set forth at the commencement of this note, and that you will add that if the Porte are willing to agree to the conditions above enumerated, Her Majesty's Government will, on their part, be disposed to recognize the Concession granted to M. Collas in 1879, by which the duration of the Concession of August 1860 is prolonged until 1899.

In conclusion, I have much pleasure in inclosing, for your Excellency's information, a copy of the note addressed by Lord Dufferin to the Porte on the 15th October, 1883,* as requested by you in conversation with Lord E. Fitzmaurice at this Office on the 14th instant.

I have, &c.
(Signed) GRANVILLE.

* See Memorandum, Confidential No. 4926.

No. 39*.

Sir E. Baring to Earl Granville.—(Received March 18.)

(No. 15. Commercial.)

My Lord,

Cairo, March 9, 1885.

UPON the receipt of your Lordship's despatch No. 1, Commercial, of the 7th January last, I addressed a note to the Egyptian Government inquiring whether they were now prepared to take any steps for the erection of a lighthouse at or near Abu Ail, and I transmitted to them the papers furnished by the Board of Trade as to the best site for the proposed lighthouse.

At the same time I thought it advisable, in order to prevent the possibility of future misunderstandings, to record in writing the arrangement which the Egyptian Government had verbally agreed to, as reported in Mr. Egerton's despatch No. 40, Commercial, of the 27th June, 1884.

I have the honour to inclose a copy of my note, and of Nubar Pasha's reply.

Your Lordship will observe that his Excellency expresses the willingness of the Egyptian Government to proceed to the construction of a lighthouse at Abu Ail, but states that a previous understanding with the Porte is necessary.

I have the honour to request your Lordship to inform me whether Her Majesty's Government concur in this view or whether the Egyptian Government may be urged to commence operations without awaiting the result of a reference to the Porte.

Should Her Majesty's Government consider the consent of the Turkish Government indispensable, I venture to suggest that the necessary steps for obtaining it should be taken by Her Majesty's Embassy at Constantinople.

With regard to the financial considerations involved, and the eventual modification of the light dues, the Egyptian Government decline to take any engagement or to limit their freedom of action.

I have, &c.
(Signed) E. BARING.

Inclosure 1 in No. 39*.

Sir E. Baring to Nubar Pasha.

M. le Président,

Cairo, January 29, 1885.

ON the 27th June last Mr. Egerton reported to Lord Granville that "the Egyptian Government is prepared to accept the views expressed by the Board of Trade in their letter of the 8th April," which he no doubt communicated to your Excellency at the time.

Mr. Egerton continued:—

"The understanding is—

"1. That the Egyptian Government shall construct a lighthouse at Abu Ail at their own expense.

"2. That the present dues shall continue to be paid until the cost of construction and plant, with interest at 10 per cent., have been repaid.

"3. That an understanding shall then be come to regarding a modification of the dues or an increase in the number of the lights."

I am now instructed by Lord Granville to inquire whether, in pursuance of this undertaking, the Egyptian Government are now prepared to take any steps for the erection of a lighthouse at or near Abu Ail, and I take this opportunity of transmitting to your Excellency the inclosed papers received from the Board of Trade, being Reports from officers in Her Majesty's navy as to the best site for the proposed lighthouse.

I beg likewise to inclose an extract from a note on the general subject of Ottoman lighthouses addressed by Lord Granville to Musurus Pasha on the 31st October last, being the portion of that communication which relates to the question of Red Sea lights. I may add, that no answer has yet been received to this note.

I have the honour to request that your Excellency will be good enough to return to me the original inclosures in this note when done with.

I avail, &c.
(Signed) E. BARING.

Inclosure 2 in No. 39*.

Nubar Pasha to Sir E. Baring.

M. le Ministre,

Le Caire, le 8 Mars, 1885.

J'AI l'honneur de vous accuser réception de la dépêche que vous avez bien voulu m'adresser le 29 Janvier dernier, et je m'empresse de vous annoncer que le Gouvernement de Son Altesse est tout disposé, dans l'intérêt de la navigation et sans nouvelles charges pour elle, à procéder à la construction d'un phare à Abou-Ail.

Toutefois, cette île étant possession Turque, un accord préalable avec la Sublime Porte est indispensable pour nous permettre d'entreprendre les travaux que nécessite l'établissement de ce feu.

Pour ce qui a trait aux considérations financières contenues dans votre dépêche et à la modification éventuelle des droits de phare, le Gouvernement de Son Altesse ne saurait, M. le Ministre, prendre d'engagements à ce sujet ni limiter sa liberté d'action.

Veuillez, &c.
Le Ministre des Affaires Étrangères,
(Signé) N. NUBAR.

No. 40.

Earl Granville to Sir E. Baring.

(No. 19. Commercial.)

Sir,

Foreign Office, April 1, 1885.

IN reply to your despatch No. 15, Commercial, of the 9th ultimo, I inclose, for your information, copies of letters I have addressed to Musurus Pasha, and also to Her Majesty's Chargé d'Affaires at Constantinople, respecting the Porte's sanction for the lighting arrangements at Abou Ail being undertaken by the Egyptian Lighthouse Administration.*

I am, &c.
(Signed) GRANVILLE.

No. 41.

Earl Granville to Musurus Pasha.

M. l'Ambassadeur,

Foreign Office, April 1, 1885.

AS I had the honour to acquaint your Excellency in my note of the 31st October last, the Egyptian Lighthouse Administration have expressed their readiness to carry out the necessary works for including the lighting of the neighbourhood of Abou Ail in the system under their control.

I have not yet received any reply to the various points enumerated in that note, but as the importance of the erection of a light in this particular neighbourhood is daily being more felt, I have to request you to be good enough to again express to the Sublime Porte the satisfaction with which Her Majesty's Government would learn that their sanction has been accorded to the arrangement proposed as regards the Abou Ail light, and to point out at the same time the extreme inconvenience which has arisen from the delay which has taken place.

I have, &c.
(Signed) GRANVILLE.

* No. .

Earl Granville to Mr. Wyndham.

(No. 32. Commercial.)

Sir,

Foreign Office, April 1, 1885.

WITH reference to my despatch No. 136, Commercial, of the 3rd November last, I inclose, for your information, a copy of a note I have addressed to Musurus Pasha;* and I have to request you to take such steps as you properly can to induce the Porte to notify their consent to the lights in the neighbourhood of Abou Ail being erected and controlled by the Egyptian Lighthouse Administration.

I am, &c.

(Signed) GRANVILLE.

Mr. Wyndham to Earl Granville.—(Received April 22.)

(No. 53. Commercial.)

My Lord,

Constantinople, April 16, 1885.

I HAVE the honour to report that, in compliance with the instructions contained in your Lordship's despatch No. 32, Commercial, of the 1st instant, I made representations to Assim Pasha on the subject of the proposed lights in the neighbourhood of Abou Ail. His Excellency stated that he had quite recently instructed Musurus Pasha to inform your Lordship that the Sublime Porte had taken the necessary measures for causing the erection at its own expense of the lighthouses in question.

I have, &c.

(Signed) HUGH WYNDHAM.

The Marquis of Salisbury to Sir W. White.

(No. 71. Commercial.)

Sir,

Foreign Office, July 22, 1885.

WITH reference to your despatch No. 53, Commercial, of the 6th April last, I transmit to you herewith, for your information and guidance, a copy of a letter from the Board of Trade,† urging the importance of the erection without delay of the projected lighthouse at Abou Ail.

I am, &c.

(Signed) SALISBURY.

* No. 41.

† No. .

Musurus Pasha to the Marquis of Salisbury.—(Received August 5.)

Milord,

Ambassade Impériale Ottomane, Londres, le 4 Août, 1885.

JE n'ai pas manqué de transmettre à son Excellence Assim Pasha les notes que son Excellence le Comte Granville m'a adressées en date du 31 Octobre, 1884, et du 1^{er} Avril, 1885, relativement à la question des phares de l'Empire, et j'ai maintenant l'honneur de communiquer à votre Excellence la réponse du Gouvernement Impérial aux deux notes précitées.

Le premier point traité dans la première de ces notes concerne les phares de Chypre qui ont passé depuis quelques temps sous le contrôle de l'Administration actuelle de l'île. La Sublime Porte ne voit pas d'inconvénient à reconnaître cette situation. Mais comme d'après l'acte de la nouvelle Concession, la part des droits qui revient au Gouvernement Impérial se trouve être portée à 28 pour cent, à partir du 4 Septembre, 1884, date de la remise du service aux autorités de Chypre, il en résulte que ces autorités auraient à majorer d'une somme équivalente le surplus du revenu de l'île à verser au Trésor Impérial. Les autorités de Chypre auraient, en outre, à s'entendre avec l'Administration des Phares pour le rachat des appareils et du matériel que cette Administration a la faculté de céder; et je suis autorisé à informer votre Excellence que cette Administration déclare dès à présent laisser à l'équité du Gouvernement de Sa Majesté la Reine la fixation du montant du rachat en question.

Le second point indiqué dans la première des deux notes précitées consiste dans le désir exprimé par son Excellence Lord Granville relativement à la création de phares dans la Mer Rouge et dans le Golfe Persique. Le règlement de ce point est subordonné à une entente avec M. Collas, qui est à Paris, et qui est prêt à se rendre à Londres pour concourir à un accord satisfaisant entre le Foreign Office et cette Ambassade, accord que le Gouvernement Impérial se réserve d'examiner avant d'y donner son approbation définitive.

Quant à traiter avec l'Ambassade Britannique à Constantinople toute question se rapportant soit à l'amélioration des phares existants, soit à la construction de nouveaux phares l'admission de cette manière de procéder présenterait trop d'inconvénients pour que le Gouvernement Impérial pût contracter un tel engagement. Mais je suis autorisé à donner à votre Excellence l'assurance que tout ce qui peut se rattacher au perfectionnement des phares existants ou à la construction de nouveaux phares fera toujours l'objet de la sollicitude du Gouvernement Impérial, et que la Sublime Porte accueillera avec empressement et examinera avec la plus grande attention les améliorations qui pourraient lui être suggérées à cet effet par le Gouvernement de Sa Majesté la Reine.

Pour ce qui est de la construction, recommandée dans les deux notes précitées, deux phares, l'un à Abou-Ail et l'autre à Moka, le Gouvernement Impérial a décidé l'établissement de ces deux phares, qui sont le commencement de l'exécution de l'éclairage de la Mer Rouge, et a déjà pris des mesures pour leur érection dans le plus bref délai possible.

J'ai, &c.

(Signé) MUSURUS.

The Marquis of Salisbury to Musurus Pasha.

M. l'Ambassadeur,

Foreign Office, August 11, 1885.

I HAVE the honour to acknowledge the receipt of your Excellency's note, dated the 4th instant, relating to the question of the lights on the coasts of the Ottoman Empire, with especial regard to the Lighthouse Service at Cyprus, and the erection of lighthouses in the Red Sea and the Persian Gulf.

I beg, in reply, to acquaint you that the representations contained in your Excellency's note on the above points are receiving the attentive consideration of

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Her Majesty's Government, and that their decision thereupon will be duly communicated to the Sublime Porte.

I have, &c.
(Signed) SALISBURY.

No. 46.

Sir W. White to the Marquis of Salisbury.—(Received August 12.)

(No. 96. Commercial.)

My Lord,

Therapia, August 5, 1885.

YOUR Lordship was pleased to send me the copy of a letter from the Board of Trade, urging the importance of the erection, without delay, of the projected lighthouse at Abou Ail, with your despatch No. 71, Commercial, of the 22nd ultimo.

Before the receipt of this despatch, my attention to the importance of having two lights there was called privately by Mr. Egerton from Cairo.

M. Marinich, under instructions from me, has had interviews with several Turkish Ministers, and I have the honour to inclose a copy of his Report to me on the subject.

Want of funds is pleaded as the sole cause of this injurious delay, but the suggestion thrown out, that the Egyptian Government would readily undertake the construction of these two lights in the Red Sea, has not been responded to by the Porte.

I have laid great stress on the promise given to Earl Granville on the subject by Musurus Pasha in April last, and I am told that the Sultan's Ambassador will be instructed to broach the subject to your Lordship with a view to obtain your consent to this work being done by Messrs. Collas, who have a general contract for lighthouses in the Empire, a contract which, at the time of its renewal, led to a lengthy and complicated discussion between the two Governments, which terminated in London in November 1884, after consultation with the Board of Trade.

I have, &c.
(Signed) W. A. WHITE.

Inclosure in No. 46.

Memorandum.

LORD SALISBURY'S despatch, dated the 22nd July.

I have not failed to impress upon the Ottoman Minister for Foreign Affairs the necessity and importance of giving effect without further delay to the decision communicated by Musurus Pasha to Lord Granville in April last with respect to the erection of the lighthouse at Abou Ail in the Red Sea.

His Excellency Assim Pasha stated, in reply, that in obedience to the Imperial Iradé issued on this subject, the Minister of Marine has already taken measures in order to be able to cause the erection, at the Sublime Porte's own expense, of two lighthouses in the Red Sea, the one at Abou Ail and the other at Mokha. Besides this, Assim Pasha, in view of my repeated steps, has verbally called the attention of his Excellency Assim Pasha to this case, and has also written to-day to him to represent the necessity of having these lighthouses erected with as little delay as possible.

I have also been given to understand at the Porte that the Minister of Marine applied some time ago to the Minister of Finance for the necessary funds to meet the expenses connected with the erection of the said lighthouses, but that the delays in finding the money are to be attributed to the financial embarrassments which surround the Ottoman Exchequer.

(Signed) H. MARINICH.

Pera, August 1, 1885.

No. 47.

The Marquis of Salisbury to Musurus Pasha.

M. l'Ambassadeur,

Foreign Office, September 14, 1885.

I HAVE the honour to state to your Excellency that, on considering your note of the 4th ultimo, there are two points in connection with the lighting of the Red Sea with regard to which the precise meaning of your communication is not entirely understood. The first passage runs as follows:—

“Le second point indiqué dans la première des deux notes précitées consiste dans le désir exprimé par son Excellence Lord Granville, relativement à la création de phares dans la Mer Rouge et dans le Golfe Persique. Le règlement de ce point est subordonné à une entente avec M. Collas, qui est à Paris, et qui est prêt à se rendre à Londres pour concourir à un accord satisfaisant entre le Foreign Office et cette Ambassade, accord que le Gouvernement Impérial se réserve à examiner avant d'y donner son approbation définitive.”

Does this paragraph mean that the Red Sea and Persian Gulf are still to be included in the Concession granted by the Porte to M. Collas, but that this Office is to arrange with him where and when new lights are to be erected? Secondly, does the phrase in the last paragraph of your Excellency's note, “le commencement de l'exécution de l'éclairage de la Mer Rouge,” mean the execution of the Concession granted to M. Collas as regards the Red Sea?

I should be glad to be favoured with a reply to these inquiries at your Excellency's early convenience.

I have, &c.
(Signed) SALISBURY.

No. 48.

The Marquis of Salisbury to Mr. Egerton.

(No. 64. Commercial.)

Sir,

Foreign Office, December 18, 1885.

I TRANSMIT to you the accompanying copies of correspondence, as noted in the margin,* between this Department and the Board of Trade, relating to the question of establishing a light on or in the neighbourhood of Cape Guardafui.

You will observe that, in the letter from the Board of Trade of the 19th October, attention is drawn to the representations made by the Corporation of Trinity House in favour of such a light in preference to the erection of a lighthouse on Socotra Island; and it is suggested that the cost of its establishment and maintenance should be met by the levying of a special toll on all vessels passing or deriving benefit from the light.

In the reply from this Office, dated the 26th October, it is recommended that, in the first instance, it should be ascertained whether the Egyptian Government would be prepared to devote to this service a portion of the large surplus funds now arising from the excess of the receipts over the expenditure of the Egyptian Lighthouse Board.

The question as to how far this surplus could be considered available for meeting the cost of the light is dealt with in the Board of Trade's letter of the 14th November, wherein the point is also raised whether it is intended that the work should be undertaken by the Egyptian Government.

Finally, in answer to the suggestions on these several heads contained in the letter from this Office of the 30th ultimo, the Board of Trade in their letter of the 15th instant state that they will be prepared to undertake the details of the scheme, and to take such steps as may hereafter prove necessary for carrying them into effect. They consider it, however, essential, in the first place, to obtain an authoritative statement of the present condition of the Egyptian Lighthouse Accounts, in order that it may be ascertained whether the expenses of placing and maintaining the proposed light-vessel, and any additional lights in the Red Sea or Gulf of Aden, can be met out of the Egyptian light dues.

Inclosure 1 in No. 50.

ÉTAT indiquant le coût des Phares, le "Percentage" dû, et le montant des Revenus nets payé au Gouvernement Égyptien jusqu'à fin 1884.

Années.	Coût des Phares.
	£ E.
Mai à Mai 1872	165,750
10 pour cent dû	16,575
I. 1871-72.—Payé sur le 10 pour cent	182,325
	7,744
"Almaïda"	174,581
	16,666
10 pour cent dû	191,247
	19,125
II. 1872-73.—Payé sur le 10 pour cent	210,372
	7,319
S.S. "Dib"	203,053
"El-Weg"	6,825
	629
10 pour cent dû	210,507
	21,051
III. 1873-74.—Payé sur le 10 pour cent	231,558
	12,188
10 pour cent dû	219,370
	21,937
IV. 1874-75.—Payé sur le 10 pour cent	241,307
	19,646
10 pour cent dû	221,661
	22,166
V. 1875-76.—Payé sur le 10 pour cent	243,827
	16,009
"Brisel"	227,818
	11,910
10 pour cent dû	239,728
	23,973
VI. 1876-77.—Payé sur le 10 pour cent	263,701
	18,208
Berbérah	245,493
	7,106
10 pour cent dû	252,599
	25,260
VII. 1877-78.—Payé sur le 10 pour cent	277,859
	16,232
10 pour cent dû	261,627
	26,163
VIII. 1878-79.—Payé sur le 10 pour cent	287,790
	12,812
10 pour cent dû pour deux tiers de l'an, Mai 1879 à Décembre 1879	274,978
	18,334
	293,312

Années.	Coût des Phares.
	£ E.
IX. Fin 1879.—Payé sur le 10 pour cent	11,856
Suez H. 7	281,456
	170
10 pour cent dû	281,626
	28,163
X. Fin 1880.—Payé sur le 10 pour cent	309,789
	30,497
10 pour cent dû	279,292
	27,929
XI. Fin 1881.—Payé sur le 10 pour cent	307,221
	46,589
S.S. "Arda"	260,632
"Deux Frères"	19,354
	1,776
10 pour cent dû	281,762
	28,176
XII. Fin 1882.—Payé sur le 10 pour cent	309,938
	50,442
10 pour cent dû	259,496
	25,950
XIII. Fin 1883.—Payé sur le 10 pour cent	285,446
	60,864
10 pour cent dû	224,582
	22,458
XIV. Fin 1884.—Payé sur le 10 pour cent	247,040
	63,803
	183,237

Inclosure 2 in No. 50.

LIGHTHOUSE ADMINISTRATION.

COMPARATIVE Statement of Budget Estimates and Actuals for the Years 1878 to 1884.

RECEIPTS.					
Years.	Dues.	Estimates.	Actuals.	Difference.	
				Plus.	Minus.
		£ E.	£ E.	£ E.	£ E.
1878	Light dues ..	42,843	41,780	..	1,063
1879	" ..	42,843	41,360	..	1,483
1880	" ..	41,435	56,108	14,673	..
1881	" ..	42,688	70,395	27,707	..
1882	" ..	66,850	77,227	10,377	..
1883	" ..	70,690	88,261	17,571	..
1884	" ..	80,740	90,152	9,412	..

EXPENDITURE.

Years.	Salaries.		Maintenance.		Ship.	
	Estimates.	Actuals.	Estimates.	Actuals.	Estimates.	Actuals.
	£ E.	£ E.	£ E.	£ E.	£ E.	£ E.
1878	18,790	17,056	7,054	9,781	(1)	..
1879	18,010	16,460	5,990	9,323	(2)	..
1880	16,906	16,632	5,981	4,392	1,681	1,216
1881	17,662	16,889	5,981	4,404	1,681	1,406
1882	17,868	16,765	6,296	4,415	2,001	1,887
1883	18,295	17,885(3)	5,796	4,215	1,986	1,471
1884	18,654	18,297(4)	5,257	4,870	1,785	1,852
Years.	Extraordinary Repairs.		Totals.		Difference.	
	Estimates.	Actuals.	Estimates.	Actuals.	Plus.	Minus.
	£ E.	£ E.	£ E.	£ E.	£ E.	£ E.
1878	..	..	25,844	26,837	993	..
1879	..	..	24,000	25,783	1,783	..
1880	..	1,281(5)	24,568	23,521	..	1,047
1881	300	1,279(6)	25,624	23,978	..	1,646
1882	600	1,861(7)	26,765	24,928	..	1,837
1883	1,300	2,647(8)	27,377	26,218	..	1,159
1884	800	1,330(9)	26,496	26,349	..	147

OUT-PORTS ADMINISTRATION.

COMPARATIVE Statement of Budget Estimates and Actuals for the Year 1884.

Denomination of Dues.	Estimates.	Actuals.	Difference.		Offices for Collection of Dues.	Collection in 1884.
			Plus.	Minus.		
	£ E.	£ E.	£ E.	£ E.		£ E.
<i>Receipts.</i>						
Stamps and registration	10	13	3	..	Alexandria	..
Port dues	1,350	1,160	..	190	Rosetta	53
Quay dues	1,360	1,001	..	359	Damietta	62
Captains' and sailors' licences	250	176	..	74	Suez	1,003
Ballast dues	700	341	..	359		1,964
Entry dues	190	198	8	..		..
Permit dues	100	104	4	..		..
Various receipts	65	70	5	..		..
Day's deduction	..	19	19	..		..
	4,025	3,082	39	982	..	3,082
<i>Expenditure.</i>						
Salaries	1,686	1,627	..	59	..	..
Various expenditure	564	284	..	280	..	..
Maintenance and construction	750	171	..	579	..	..
	3,000	2,082	..	918	..	..

(1) (2) It is difficult to separate the expenditure for these years under different heads, and therefore maintenance, ship, and extraordinary repairs appear under one head.

(3) Addition of Brothers' Lighthouse and extra crew of new ship.

(4) Three new employes for service at Port Saïd and Suez.

(5) Repairs to "Dib-el-Bahr" after being run ashore.

(6) Sundry repairs to offices and lighthouses. Illumination at Port Saïd during Khedive's visit. Purchase of oil and materials for two years.

(7) New boats for the Central Divan. Repairs to Alexandria Lighthouse. Bringing new ship to Alexandria.

(8) Completion of "Brothers" and repairs to "Zenobia."

(9) Repairs to Ashrafi, Zaffarana, and Damietta.

No. 51.

The Earl of Rosebery to Sir E. Baring.

(No. 4. Commercial. Ext.)

Sir,

Foreign Office, March 9, 1886.

I HAVE this day informed you by telegram that the lights proposed to be erected at Abou Ail and Mocha, and referred to in Mr. Egerton's despatch No. 1 of the 4th January last, are included in a Concession granted in 1881 by the Porte to M. Collas, and that therefore it is undesirable, with a view to avoiding complications, that the Egyptian Administration should take any steps in order to erect lights on these sites.

For your more complete information as to the present state of this case, I inclose copies of correspondence with the Turkish Embassy on the subject.*

Her Majesty's Government are now endeavouring to come to some arrangement with the Porte under which the lights really needed in the Red Sea may be put up without reference to others comprised in the Concession granted to M. Collas by the Porte in 1881.

I am in communication with the Board of Trade upon the subject, and so soon as the note to the Turkish Ambassador is finally settled a copy will be sent to you.

I am, &c.

(Signed) ROSEBERY.

No. 52.

The Earl of Rosebery to Sir E. Baring.

(No. 5. Commercial.)

Sir,

Foreign Office, March 12, 1886.

THE Marquis of Salisbury referred to the Board of Trade Mr. Egerton's despatch No. 1, Commercial, dated the 4th January last, and in now transmitting to you a copy of the letter received from that Department in reply,† I have to request that you will furnish me with any observations which you may have to offer as to the steps which it may be practicable to take, with a view of meeting the wishes of the Board of Trade in regard to the Egyptian Lighthouse charges.

I am, &c.

(Signed) ROSEBERY.

No. 53.

The Earl of Rosebery to Sir E. Baring.

(No. 6. Commercial. Confidential.)

Sir,

Foreign Office, March 12, 1886.

WITH reference to my preceding Commercial despatch of this day's date, I transmit to you a Memorandum and two Statements annexed thereto, which will make you acquainted with the terms of a scheme which has been suggested on the part of the Board of Trade for relieving shipping from part of the present charges in connection with Egyptian light dues. I should be glad if you will consider this scheme, and advise me confidentially whether you think it can be prudently adopted in the present position, and in regard to the future prospects of the finances of Egypt.

I am, &c.

(Signed) ROSEBERY.

Inclosure in No. 53.

Memorandum respecting Egyptian Light Dues.

IT appears, on looking into the accounts which have now been furnished to Her Majesty's Government, that in the ordinary course of events the present debt due by the Administration will be paid off in 1888, as shown in Annex (A) to this Memorandum. This calculation is, however, based on a minimum estimate, for, as a matter of fact, if the dues increase, as it is fair to assume they will, in consequence of increased traffic, and if no fresh expenses are incurred, the Administration would hereafter be in a position to pay off a still larger proportion of the unpaid capital than hitherto.

In Mr. Egerton's despatch No. 1, Commercial, of the 4th January, it is intimated that the Egyptian Government are willing to establish a light at or near Abou Ail, on the condition that the present dues shall continue to be paid until the cost of construction and plant, with interest at 10 per cent., has been repaid. Afterwards, they agree to come to an understanding respecting either a modification of the dues or an increase in the number of lights.

But as matters now stand, it is not contemplated that this work should be carried out by the Egyptian Administration at all. However preferable it might be on many grounds that the whole system of lighting the Red Sea should be undertaken and completed by one Administration, the right of the Porte cannot be disputed to grant a Concession to whomever they chose to erect lights on territory under their own sovereignty.

Application has been made to the Porte for sanction to allow the Egyptian Administration to light Abou Ail and Mocha; but as their consent has not been accorded to this request, there is no alternative, so far as can be seen, but to endeavour to come to an arrangement with M. Collas, whose Concession embraces these two localities.

The fact, therefore, of the Egyptian Administration being relieved of this work and its attendant cost, would seem to afford fair grounds for a representation that some modification should be made in the existing Red Sea dues without further delay.

Might not the Egyptian Government fairly be asked to consent to a reduction of the rate of interest on the unpaid capital from 10 to 5 per cent., by which means a reduction in the light dues of, say, three-eighths, might be made, a few more years being allowed to discharge the debt. A rough estimate by which this might be effected by 1892 is appended (Annex B).

March 12, 1886.

Annex (A).

ESTIMATED position of debt on the Egyptian Lighthouse Account, according to present arrangement:—

	£
December 1884—	
Debt	183,237
10 per cent.	18,324
	201,561
Surplus on dues	62,000
December 1885—	
Debt	139,500
10 per cent.	14,000
	153,500
Surplus on dues	63,000
December 1886—	
Debt	90,500
10 per cent.	9,000
	99,500
Surplus on dues	64,000
December 1887—	
Debt	35,500
10 per cent.	3,500
	39,000
Surplus on dues	64,000

The debt will be paid off at present rate in 1888. But practically the dues are increasing faster than allowed for, so this is a minimum calculation. Thus they have only one and a-half years to run after the coming December.

G. S. N.

Annex (B).

SUGGESTED Scheme regarding the Egyptian Lighthouse Accounts, reducing Red Sea Dues $\frac{3}{8}$ ths, and Rate of Interest on Debt from 10 per cent. to 5 per cent., as recommended by Board of Trade.

	£
This year there will be paid into Treasury as surplus dues	63,500
Leaving a debt still due on December 31, 1886, of	90,500

(If the present 10 per cent. is continued and dues not reduced, the Egyptian Treasury will receive upwards of 60,000*l.* next year and the following, but then *must* reduce the dues.)

	£
There will be a debt on December 31, 1886, about	90,500
Less 5 per cent., plus surplus dues	14,000
December 31, 1887	76,500
Less 5 per cent., plus surplus dues	14,700
December 31, 1888	61,800
Less 5 per cent., plus surplus dues	15,400
December 31, 1889	46,400
Less 5 per cent., plus surplus dues	16,200
December 31, 1890	30,200
Less 5 per cent., plus surplus dues	17,000
December 31, 1891	13,200
Less 5 per cent., plus surplus dues	18,000

Debt extinguished 1892.

This is a minimum estimate, and I believe a larger sum will be paid off yearly.

G. S. N.

No. 54.

The Earl of Rosebery to Sir E. Thornton.

(No. 24. Commercial.)

Sir,

Foreign Office, March 12, 1886.

WITH reference to Sir W. White's despatch No. 96, Commercial, of the 5th August last, I transmit, for your Excellency's information, copies of correspondence, as marked in the margin,* which has passed between this Office and the Turkish Embassy upon the subject of the Concession granted by the Porte in 1881 to M. Collas for the purpose of erecting certain lights in the Red Sea and Persian Gulf.

Her Majesty's Government are now endeavouring to come to some arrangement with the Porte under which the lights really needed in the Red Sea may be put up without reference to others comprised in the Concession granted to M. Collas by the Porte in 1881.

I am in communication with the Board of Trade upon the subject, and so soon as the note to the Turkish Ambassador is finally settled a copy will be sent to you.

I am, &c.

(Signed) ROSEBERY.

* Nos. 44, 47, and 49.

The Earl of Rosebery to Rustem Pasha.

M. l'Ambassadeur,

Foreign Office, March 22, 1886.

HER Majesty's Government have not failed to take into their careful consideration the observations contained in the note of his Excellency Musurus Pasha of the 4th August last, as well as those in your Excellency's further note of the 8th January last, on the subject of the proposed lights in the Red Sea, and they trust that the time is now approaching when a satisfactory settlement of the question may be arrived at.

It is, however, very desirable that the Government of His Imperial Majesty should clearly understand the position of Her Majesty's Government in regard to this matter. They are satisfied, M. l'Ambassadeur, that a proper appreciation of the circumstances will convince the Porte that it is no want of desire to meet the views of His Imperial Majesty that has hitherto stood in the way of a solution of the points at issue.

The facts are, very briefly, as follows:—

The Sublime Porte granted to M. Collas, in 1881, a Concession for the purpose of erecting a system of some thirty lights in various parts of the Red Sea, the coast of Arabia, and the Persian Gulf. But, as your Excellency points out in your note of the 8th January last, the coming into operation of this Concession is contingent upon the acceptance by the concessionnaires of a Tariff to be drawn up by the Sublime Porte in concert with the Maritime Powers. Now, so far as British trading interests are concerned, the only two places at which lights are really needed at present by British vessels are Mocha and Abou Ail; and Her Majesty's Government learn with satisfaction from the concluding passage of the note from Musurus Pasha of the 4th August last, that the Government of the Sultan have decided on the erection of these two lights, and have already taken steps to carry it out as soon as possible. Her Majesty's Government do not conceive it to be within their province to discuss whether the lights should be constructed under contract with M. Collas or in any other manner which the Porte thinks proper to adopt. They are most willing, on their part, to afford every facility to enable Turkey to provide for the repayment, by dues or otherwise, of the actual expense of erecting and maintaining the two particular lights above referred to; and, further, if such a course would be likely to facilitate a settlement, they would be very happy to agree to confer personally with M. Collas at this Office upon these details.

It must, however, be understood that the details to be thus discussed with M. Collas would relate, principally, if not altogether, to these two lights, and the special Tariff to be paid in respect of them by vessels in transit through the Red Sea.

As regards the proposed lights at ports on that sea, Her Majesty's Government are ready to agree, in principle, that vessels which touch at those ports shall pay adequate light dues, on an engagement that these lights at Red Sea ports shall be maintained in an efficient state, and that improvements required in the interest of navigation shall be promptly carried out.

Her Majesty's Government are, however, in justice to the British shipping trade, compelled to make it a condition that accounts of receipts and expenditure in respect of the two lights above referred to shall be kept separately from those of the proposed new lights at Red Sea ports, if erected, and be published periodically for the use of the trade that pay the dues, and that reductions should be made in the dues when the receipts exceed the expenditure.

Her Majesty's Government do not consider that any action is required at present with regard to lights on the coast of Arabia other than at Abou Ail and Mocha, or in the Persian Gulf; and they hold that this question should be left aside in the settlement of the several questions in regard to the Red Sea lights which are required in the interests of through traffic.

I have, &c.
(Signed) ROSEBERY.

The Earl of Rosebery to Sir E. Baring.

(No. 8. Commercial.)

Sir,

Foreign Office, March 27, 1886.

WITH reference to the concluding paragraph of my despatch No. 4, Commercial, of the 9th instant, I inclose, for your information, a copy of a note that I have addressed to the Turkish Ambassador respecting the erection of lighthouses in the Red Sea.*

I am, &c.
(Signed) ROSEBERY.

The Earl of Rosebery to Sir E. Thornton.

(No. 32. Commercial.)

Sir,

Foreign Office, March 27, 1886.

WITH reference to my despatch No. 24, Commercial, of the 12th instant, I transmit, for your Excellency's information, a copy of a note that I have addressed to the Turkish Ambassador respecting the erection of lighthouses in the Red Sea.*

I am, &c.
(Signed) ROSEBERY.

Sir E. Baring to the Earl of Rosebery.—(Received March 30.)

(No. 9. Commercial. Confidential.)

My Lord,

Cairo, March 22, 1886.

I SHOWED your Lordship's despatch No. 4, Commercial, to Morice Pasha, the Controller of the Egyptian Lighthouse Administration.

He suggests that, in view of the Agreement made by the Porte with Messrs. Collas and Michel, the Egyptian Government should try to come to some understanding with them to erect the Abou Ail Lighthouse for the Government, the latter paying the cost of erection and maintenance, with the understanding that no extra dues were charged by the Egyptian Government; while, in return, as the costs were defrayed by the Egyptian Government, that no claim for light dues should be made by Messrs. Collas or Michel.

Morice Pasha added that if the Egyptian Government got the Abou Ail light they could do without the Mocha one, if necessary.

Referring to the paragraph in Rustem Pasha's letter to Lord Salisbury of the 8th January last, in which it is stated that the Turkish Government contemplate the construction of twenty-three new lights in the Red Sea, Morice Pasha said that the idea is unreasonable; for that, if a light is put up at Abou Ail, and possibly at Mocha, no navigator would require any more, as from Abou Ail up to Suez the sea is sufficiently lighted. Nor, he thinks, will ship-owners consent to pay more than they do now.

Morice Pasha feels sure that, with the two lights at Abou Ail and Mocha, no more would be asked for on this point.

I have, &c.
(For Sir E. Baring),
(Signed) G. H. PORTAL.

No. 59.

The Earl of Rosebery to Sir E. Baring.(No. 9. Commercial.)
(Telegraphic.)*Foreign Office, April 1, 1886, 1 P.M.*

YOUR despatch No. 9, Commercial: Red Sea lights.

See my No. 8, Commercial. Better to await reply from Turkish Ambassador before taking further action.

No. 60.

The Earl of Rosebery to Sir E. Baring.

(No. 10. Commercial. Ext.)

Foreign Office, April 1, 1886.

Sir,

I HAVE received your despatch No. 9, Commercial, of the 22nd ultimo, on the subject of lights in the Red Sea, and stating that Morice Pasha suggests that the Egyptian Government should come to some arrangement with the Porte with the view to the Lighthouse Administration of the former erecting the lights which are needed at or near Abou Ail and Mocha.

In reply, I would observe that nothing could be more desirable than such an arrangement if there seemed any possibility or likelihood of its being effected. But if you will be good enough to refer to the note addressed to Musurus Pasha on the 31st October, 1884, and the subsequent correspondence with the Turkish Embassy, copies of which were inclosed in my despatch No. 4, Commercial, of the 9th ultimo, you will perceive that the Porte evince no disposition whatever to come to any such understanding, and it would seem, therefore, highly improbable that a similar proposition made to them direct by the Egyptian Government would be attended with any more satisfactory result.

It was in face of this difficulty that Her Majesty's Government considered the only alternative left to them was to make the suggestion to Rustem Pasha which is contained in my note to his Excellency of the 22nd ultimo, of which a copy was forwarded to you in my despatch No. 8, Commercial, of the 27th ultimo, and until a reply has been received to that note it might only tend to complicate matters if a fresh proposal were made direct to the Porte by the Egyptian Government, involving a scheme which the Porte have already refused to accept.

I inclose, for your confidential information, a selection of printed correspondence on this subject.*

I am, &c.
(Signed) ROSEBERY.

No. 61.

Sir E. Baring to the Earl of Rosebery.—(Received May 3.)

(No. 11. Commercial. Confidential.)

My Lord,

Cairo, April 21, 1886.

I HAVE the honour to acknowledge the receipt of your Lordship's despatches Nos. 5 and 6, Commercial, of the 12th March, 1886, on the subject of the reduction of the lighthouse dues. In the latter of these despatches your Lordship communicates to me a scheme which has been put forward by the Board of Trade, and requests me to state whether, in my opinion, it can be prudently adopted in the present position, and with regard to the future prospects of the finances of Egypt.

The proposal of the Board of Trade is to reduce the Red Sea dues by three-eighths, and the rate of interest on the Debt from 10 to 5 per cent. In the Budget of 1886, the revenue on account of light dues is estimated at £ E. 90,000. The expenditure is estimated at about £ E. 31,000. The net revenue which the Egyptian Government expects to derive from this source is, therefore, about £ E. 59,000.

These figures approximate closely with those of the Budget on which the Financial Convention was based.

• Nos.

The proposal of the Board of Trade would involve a loss to the Egyptian Government of three-eighths of £ E. 90,000, that is to say, about £ E. 34,000, a portion of which, however, might possibly be recouped should the traffic increase.

Your Lordship is aware that, as matters at present stand, the Egyptian revenue and expenditure, even after a 5 per cent. deduction is made from the interest on the Debt, is nearly exactly balanced. The Budget of 1886 shows a surplus of only about £ E. 8,000, and it is questionable whether even this surplus will be realized.

Your Lordship is also aware of how extremely desirable it is that the Egyptian Government should be able to resume payment of the full interest on the Debt in 1887. It is certain that the only chance of attaining this object is to be found in diminishing expenditure and developing revenue to the utmost extent possible.

From the point of view of the interest of trade, there can be no doubt that a strong case exists in favour of a reduction of dues. On the other hand, there can be equally little doubt that the Egyptian Government cannot, under present circumstances, afford to sacrifice a revenue of some £ E. 30,000 a-year. On the whole, I venture to submit to your Lordship that it will be advisable to leave matters as they stand for the present, but that when the Budget for the year 1887 comes under discussion, the Egyptian Government should consider whether some smaller reduction than that proposed by the Board of Trade might not be made. Should the traffic increase, and the net revenue of the Egyptian Government therefore exceed the sum fixed by the Financial Convention, the adoption of this course will be materially facilitated.

I have, &c.
(Signed) E. BARING.

No. 62.

The Earl of Rosebery to Sir E. Baring.

(No. 16. Commercial.)

Foreign Office, May 19, 1886.

Sir,

WITH reference to your despatch No. 11, Commercial, of the 21st ultimo respecting the proposed reduction of the Egyptian light dues, I transmit herewith a copy of a letter from the Board of Trade, to whom your despatch was referred; and I request you to inform me whether, after perusing that letter, you find in it anything to affect the opinion you have expressed on the subject.

I am, &c.
(Signed) ROSEBERY.

Inclosure in No. 62.

Board of Trade to Foreign Office.

Sir,

Board of Trade, London, May 12, 1886.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 6th instant, in which you transmit a copy of a despatch from Sir E. Baring on the subject of the reduction of the Egyptian light dues, and ask that they will favour the Earl of Rosebery with any observations which they may desire to offer thereupon.

In reply, I am to request that you will be good enough to inform his Lordship that, as it appears that the question of reducing these dues is treated with regard to its effect upon the finances of Egypt rather than with reference to the just taxation of the shipping concerned, the Board of Trade have no further observations to offer.

I am, however, to point out that Sir E. Baring's statement "that the proposal of the Board of Trade would involve a loss to the Egyptian Government of three-eighths of £ E. 90,000, that is to say, about £ E. 34,000," is apparently based upon a misconception. The reduction of three-eighths proposed by this Board referred to the Red Sea dues only.

The inclosure which accompanied your letter is herewith returned.

I have, &c.
(Signed) THOMAS GRAY.

No. 63.

Sir E. Baring to the Earl of Rosebery.—(Received June 8.)

(No. 16. Commercial.)

My Lord,

Cairo, June 1, 1886.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch No. 16, Commercial, of the 19th ultimo.

I have to express my regret that in my former despatch (No. 11, Commercial, of the 21st April) I should have made an error in the figures. I ought, in fact, as the Board of Trade rightly point out, to have calculated the loss which would accrue from a reduction in the Red Sea light dues only.

The inclosed letter from Morice Pasha will show your Lordship what proportion those dues bear to the total revenue. The loss of revenue, if a reduction of three-eighths were made, would be about 29,000*l.*, not 34,000*l.*, as stated in my previous despatch.

This, however, is still a large sum.

Regarding the question from the point of view of Egyptian finance, I regret to be obliged to say that the difference does not substantially modify the views expressed in my previous despatch.

I have, &c.
(Signed) E. BARING.

Inclosure 1 in No. 63.

Morice Pasha to Mr. Portal.

My dear Portal,

Alexandria, May 31, 1886.

I RECEIVED yours of the 21st, with two inclosures (which I now return).

The Red Sea light dues amounted last year to £ E. 77,667, so a reduction of three-eighths would amount to a loss of revenue to the Egyptian Government of £ E. 29,111. As it may interest Sir Evelyn Baring, I inclose a Statement of light dues collected last year at different ports.

Yours, &c.
(Signed) MORICE PASHA.

Inclosure 2 in No. 63.

							£ E.
Revenue of 1885	..	..	..	..	..	..	91,588
Of which Mediterranean dues—						£ E.	£ E.
Alexandria	..	..	..	..	..	8,890	
Rosetta	..	..	..	..	..	105	
Damietta	..	..	..	..	..	583	
Port Said	..	..	..	..	..	4,343	
							13,921
Red Sea dues—							
Port Said	..	..	..	..	..	38,957	
Suez	..	..	..	..	..	38,710	
							77,667
							91,588

No. 64.

Sir E. Baring to the Earl of Rosebery.—(Received June 14.)

(No. 254.)

My Lord,

Cairo, June 4, 1886.

I HAVE the honour to forward herewith to your Lordship a Report, drawn up by Morice Pasha, on the working of the Administration of Lighthouses and Outports for the year 1885.

I would call your Lordship's attention to Table (C), p. 23 of the Report, which gives the total receipts and expenditure of the Lighthouse Administration for that year.

I have, &c.
(Signed) E. BARING.

Inclosure in No. 64.

Table (C).—LIGHTHOUSE Administration, 1885.

RECEIPTS.				
Offices for collection of Dues.	Estimates.	Actuals.	Difference.	
			Plus.	Minus.
	£ E.	£ E.	£ E.	£ E.
LIGHT DUES.				
Alexandria	90,000	8,890	1,588	..
Rosetta		105		
Damietta		583		
Port Said		43,300		
Suez		38,710		
Various dues	90,000	91,588	1,588	..
	740	616	..	124
	90,740	92,204	1,588	124

EXPENDITURE.				
Salaries	18,286	17,983	..	303
Maintenance	5,027	4,036	..	991
Ship	2,186	1,684	..	502
Extraordinary repairs	997	1,451	454*	..
Purchase of ground, Port Said	..	2,892	2,892	..
New lights	5,000	..	..	5,000
	31,496	28,046†	3,346	6,796

* About £ E. 150 new electric machine at Port Said } minus net, £ E. 3,450.
" 300 beyond estimate for Brullos }

† If this amount is reduced by the cost of the ground at Port Said, £ E. 2,892, the expenditure for the year will be £ E. 25,154.

No. 65.

The Marquis of Salisbury to Sir E. Baring.

(No. 5. Commercial.)

Sir,

Foreign Office, March 12, 1887.

WITH reference to my despatch No. 4, Commercial, of the 2nd instant, I inclose, for your information, copies of correspondence with the Board of Trade, as noted in the margin,* respecting Egyptian light dues.

I have, at the same time, to state to you that there will be great difficulty in maintaining these dues much longer on their present scale.

I am, &c.
(Signed) SALISBURY.

No. 66.

Sir E. Baring to the Marquis of Salisbury.—(Received March 21.)

(No. 157. Confidential.)

(Extract.)

Cairo, March 14, 1887.

I HAVE the honour to report to your Lordship that a short time ago the agents of the principal Steam-ship Companies addressed a Petition to M. de Martino, the Doyen of the Diplomatic Corps at Cairo, urging that a reduction should be made in the light dues.

Your Lordship will recollect that this subject has frequently been under the consideration of Her Majesty's Government.

I observe that quite recently a question was asked about it in the House of Commons.

The facts are briefly as follows:—

The light dues yield a revenue to the Egyptian Government which is largely in excess of the expenditure. Considered on their own merits, the complaints of the Steam-ship Companies are very well founded. A strong case has undoubtedly been made out for the reduction of these dues, which weigh heavily on commerce.

On the other hand, the Budget of the Convention made provision for receipts from these dues which are about equal to the actual revenue.

In many respects the estimates both for revenue and expenditure framed at the time of the Convention have turned out too optimistic. The whole account was so finely balanced that it is difficult to make a change in any one item without affecting the general result.

Under present circumstances, therefore, it is difficult for the Egyptian Government to make any concession in the way of reducing the dues.

No. 67.

Sir E. Baring to the Marquis of Salisbury.—(Received April 18.)

(No. 220.)

My Lord,

Cairo, April 10, 1887.

I HAVE the honour to transmit herewith, for your Lordship's information, the Report of the Lighthouses and Outports Administration of the Egyptian Government on the year 1886.†

* Nos.

† Not printed.

Your Lordship will observe that the receipts of the Lighthouse Administration for that year amounted to £ E. 87,113, being £ E. 3,519 less than the estimate. The expenditure was £ E. 25,227, being £ E. 6,012 less than the estimate; but this decrease is mainly due to the fact that a sum of £ E. 5,000 was provided in the estimate for the erection of new lights, none of which has been expended.

Morice Pasha states that the diminution in the receipts is entirely due to the falling off of the number of vessels passing through the Canal.

Table (D) gives the tonnage of ships paying light dues from 1879 to 1886. It will be seen that the tonnage at Alexandria shows a slight falling-off in 1886 as compared with the two previous years. The tonnage of vessels passing through the Canal from west to east, which pays dues at Port Said, has diminished, while that of vessels from the east, dues from which are collected at Suez, has remained stationary.

I have, &c.
(Signed) E. BARING.

No. 68.

The Marquis of Salisbury to Sir E. Baring.

(No. 20. Commercial.)

Sir,

Foreign Office, June 9, 1887.

WITH reference to your despatch No. 21, Commercial, of the 20th ultimo, and previous correspondence respecting Egyptian light dues, I inclose copy of a letter from the Liverpool Steam Ship-owners' Association to the Board of Trade on the subject;* and with reference to the last paragraph of that letter, I have to instruct you to report how the question of the establishment of additional lights in the Red Sea now stands.

I am, &c.
(Signed) SALISBURY.

No. 69.

Mr. Portal to the Marquis of Salisbury.—(Received July 11.)

(No. 26. Commercial.)

My Lord,

Cairo, July 2, 1887.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch No. 20, Commercial, of the 9th ultimo, inclosing copy of a letter from the Liverpool Steam Ship-owners to the Board of Trade on the subject of the Egyptian light dues, and instructing me to report how the question of the establishment of additional lights in the Red Sea now stands.

In reply, I would refer your Lordship to Sir E. Baring's despatch to Lord Rosebery No. 9, Commercial, Confidential, of the 22nd March, 1886, in which was reported a suggestion of the Controller of Egyptian Lighthouses, that, in view of the Agreement between the Porte and MM. Collas and Michel, to whom the Concession for the erection of lights in the Red Sea had been granted, the Egyptian Government should try to come to an understanding either with the Porte or with M. Collas for the immediate erection, at the expense of the Egyptian Government, of lights at or near Abou Ail and Mocha.

On the 1st April, 1886, however, Lord Rosebery telegraphed and wrote to Sir E. Baring that, in view of the note which his Lordship had addressed to Rustem Pasha on the 22nd March, it would be advisable to await the reply of the Turkish Ambassador before taking any action in the matter.

I am not aware whether any answer to that note has yet been received from his Excellency, but in so far as the actual erection of the lights in question is concerned, I regret to say that I am informed that no further progress has been made. The difficulty still lies with the Turkish Government; if they agreed, I do not think there would be

• No. .

any difficulty in inducing the Egyptian Government to put up and maintain the lights themselves, charging no extra dues, on condition that no claim for light dues were made by MM. Collas or Michel. If this arrangement is impossible, it has been suggested to me that Turkey should erect the lighthouses, and that Egypt should pay for them; but in this case the work should be under Egyptian supervision, and precautions would have to be taken to prevent this Government from being unnecessarily overcharged.

Although it has been considered hitherto that the construction of the two new lights at Abou Ail and Mocha would satisfy all the requirements of ship-owners so far as concerns the lighting of the Red Sea, my attention has been called to the desirability of erecting another light on Shadwan Island, at the entrance to the Gulf of Suez, as a Peninsular and Oriental steamer has recently been ashore there, which probably would not have been the case had there been a lighthouse on the island.

In no case, however, whatever may be the number of new lights eventually to be erected, should additional dues be charged for their maintenance. Protests are continually being made to the Egyptian Government against the excessive tax levied for light dues; in fact, the Controller of the Egyptian Lighthouse Administration informs me that practically all these dues are now paid under protest.

I have, &c.
(Signed) G. H. PORTAL

No. 70.

The Marquis of Salisbury to Sir W. White.

(No. 62. Commercial. Confidential.)

Sir,

Foreign Office, July 13, 1887.

WITH reference to Lord Rosebery's despatch to Sir Edward Thornton No. 32, Commercial, of the 27th March, 1886, I transmit, for your Excellency's information, printed Confidential correspondence respecting the question of lights in the Red Sea.*

The correspondence which succeeds the despatch above referred to will place your Excellency in possession of what has passed on the subject down to the end of June 1886, and down to the present time no reply has been received to the note addressed by my predecessor to Rustem Pasha on the 22nd March, 1886.

I now inclose a copy of a despatch from Mr. Portal, Her Majesty's Chargé d'Affaires at Cairo,† which sets forth the present position of the case so far as the Egyptian Government is concerned.

It might be well if your Excellency would avail yourself of an early opportunity of calling the attention of the Porte to the fact that no reply has yet been received to the note to Rustem Pasha of the 22nd March, 1886, and remarking that the question is one on which it is very desirable to arrive at some satisfactory settlement with as little delay as possible.

I am, &c.
(Signed) SALISBURY.

No. 71.

Sir W. White to the Marquis of Salisbury.—(Received August 13.)

(No. 100. Commercial.)

My Lord,

Therapia, August 5, 1887.

ON receipt of your Lordship's despatch No. 62, Commercial, of the 13th ultimo, by Messenger Captain Player on the 1st instant, I at once instructed Sir Alfred Sandison to make inquiries at the Sublime Porte on the subject of the lights in the Red Sea, and to call attention to the delay in answering Lord Rosebery's note to Rustem Pasha, dated the 22nd March, 1886.

I have now the honour to forward a copy of Sir A. Sandison's Memorandum, from which it appears that Rustem Pasha was instructed three months ago to deal with the

• Confidential Paper No. 5337.

† No. 69.

general question of lighthouses in the Red Sea, but that it had been thought necessary by him to communicate first with M. Collas, the concessionnaire.

Naoum Effendi, whom Sir A. Sandison saw, imagined, however, that by this time an answer must have been returned to the communication of Her Majesty's Government of the 22nd March, 1886.

I have, &c.
(Signed) W. A. WHITE.

Inclosure in No. 71.

Memorandum by Sir A. Sandison.

I HAVE the honour to report that, in obedience to your Excellency's instructions, I did not fail to call the Porte's attention to the very considerable delay which has occurred in regard to the reply expected by Her Majesty's Government to their communication to the Turkish Ambassador under date the 22nd March, 1886, respecting the urgent necessity for the erection of a lighthouse in the Red Sea.

Naoum Effendi, the Secrétaire-Général, stated, in reply, that the Porte had instructed Rustem Pasha three months ago to deal with the general question of the lighthouses in the Red Sea, including the particular case brought to the notice of the Turkish Ambassador in London in March 1885.

Naoum Effendi added that Rustem Pasha had not yet acted up to his instructions, it having been thought necessary by him to communicate first with M. Collas, the concessionnaire, who is now in England, and that Rustem Pasha must have consequently answered by this time the communication of Her Majesty's Government of the 22nd March, 1886.

No. 72.

Rustem Pasha to the Marquis of Salisbury.—(Received August 19.)

Londres, le 15 Août, 1887.

Milord,

J'AI eu l'honneur de recevoir en son temps, et de communiquer au Gouvernement Impérial, la note que le Comte de Rosebery a bien voulu m'adresser le 22 Mars, 1886, relativement à la question des phares de la Mer Rouge.

Le Gouvernement Impérial fait remarquer, dans la réponse qu'il m'a transmise, que l'idée du Gouvernement de Sa Majesté Britannique de limiter l'entente à l'établissement de deux phares à Abou-Aïl et à Moka, et à l'élaboration d'un tarif spécial uniquement applicable à ces deux feux, présenterait de tels inconvénients que le Gouvernement Impérial ne jugerait pas possible de s'y rallier.

Le Gouvernement Impérial est d'avis qu'il serait inopportun de séparer ces deux points du système général qui a été projeté pour l'éclairage complet de la Mer Rouge, et dont l'adoption serait avantageuse aussi bien pour l'Angleterre que pour les autres Puissances maritimes qui naviguent dans ces eaux.

Dans le but de mettre le Gouvernement de Sa Majesté Britannique en mesure d'apprécier d'une façon plus complète le projet d'éclairage qu'il s'agirait d'organiser sur le littoral de la Mer Rouge, j'ai l'honneur de remettre ci-joint à votre Seigneurie un exposé succinct de ce projet, élaboré par l'Administration Générale de Phares de l'Empire; une carte de la Mer Rouge, indiquant les points sur lesquels on se proposerait d'établir les feux, ainsi que la force et le rayonnement de ceux-ci; et un projet de tarif pour les droits qui seraient applicables. Ce tarif est identique à celui qui se trouve actuellement en vigueur pour les phares Égyptiens de la Mer Rouge, avec cette différence, toutefois, que ces derniers phares ne sont qu'au nombre de sept éclairant une surface maritime de 100 milles, tandis que le système Ottoman comprendrait vingt-trois feux, éclairant une surface de 325 milles.

Je recommande ce projet à la bienveillante attention du Gouvernement de Sa Majesté Britannique; mais, tout en faisant remarquer qu'il représente, aux yeux du Gouvernement Impérial, celui qui serait appelé à conférer le plus de bénéfice au commerce maritime en donnant à la navigation de la Mer Rouge une sécurité dont elle est aujourd'hui dépourvue, je dois ajouter que ce projet est ouvert aux modifications et aux améliorations

qui, après une discussion amicale entre les deux Gouvernements, seraient reconnues opportunes; et que mon Gouvernement examinera avec la plus grande attention les suggestions que le Gouvernement de Sa Majesté Britannique pourrait avoir à lui présenter à ce sujet.

J'ai, &c.
(Signé) RUSTEM.

P.S.—La carte qui doit accompagner la présente note a été laissée au Foreign Office le 8 de ce mois par Morel Bey et M. Collas.

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Inclosure 1 in No. 72.

Proposed Scheme of Lighting.

LE projet d'éclairage proposé par le Gouvernement de Sa Majesté Impériale le Sultan comporte 25 points éclairés dont 23 dans la Mer Rouge, un sur la Côte d'Arabie (près du Golfe d'Aden), et un à l'entrée du Fleuve Euphrate.

Ces 25 feux éclaireront ensemble au minimum 355 milles.

Les 23 feux de la Mer Rouge éclaireront au minimum 325 milles.

La moitié, au moins, des feux de la Mer Rouge, fonctionnera dans un délai de trois ans au plus.

L'éclairage complet de la Mer Rouge fonctionnera dans un délai de quatre ans.

Cependant, vu les difficultés d'exécution, un délai supplémentaire d'une année pourra être nécessaire pour les feux à établir à Sherm-Mahar, Ile Mathatu, Iles Vassaliat, Ile Mikva, Ile Zebayr, et Raz Mujamelak.

L'établissement du feu à créer à Sharwain dans le voisinage du Golfe d'Aden, est absolument facultatif. Il restera subordonné à la certitude d'une sécurité suffisante sur une côte inhospitalière occupée par des tribus nomades.

L'éclairage proposé par la Turquie pour la Mer Rouge donnera, incontestablement, à la navigation d'une façon complète la sécurité qui lui manque. Si on indique à la Turquie des perfectionnements à apporter, elle est disposée à les admettre dans le présent, comme dans l'avenir.

Pour établir les vingt-trois feux de la Mer Rouge devant éclairer au minimum 325 milles, le Gouvernement Impérial Ottoman demande l'acceptation préalable par le Gouvernement de Sa Majesté Britannique de l'application pendant quatorze années du tarif de droits de phares en vigueur en Égypte depuis 1870, tarif qui vise seulement sept feux éclairant 100 milles.

Ce tarif sera applicable dès le fonctionnement de la moitié des feux de la Mer Rouge, dont le délai d'exécution est fixé dès à présent à trois années au plus.

Inclosure 2 in No. 72.

Projet de Tarif des Droits de Phares pour la Mer Rouge.

TOUT bâtiment de commerce à voiles ou à vapeur provenant directement d'un port Ottoman de la Mer Rouge paiera dans chaque port Ottoman où il mouillera 10 paras Ottomans à l'entrée et 10 paras Ottomans à la sortie, par tonneau de jauge.

Tout bâtiment de commerce à voiles ou à vapeur provenant d'un port non Ottoman de la Mer Rouge ou d'ailleurs paiera dans chaque port où il mouillera 1 piastre Turque à l'entrée et 1 piastre Turque à la sortie, par tonneau de jauge.

Tout bâtiment de commerce à voiles ou à vapeur allant de Suez ou d'un port quelconque de la Mer Rouge au delà du détroit de Bab-el-Mandeb, ou provenant d'au delà du détroit de Bab-el-Mandeb, destination de Suez ou d'un port quelconque de la Mer Rouge, paiera à l'aller comme au retour 2 piastres Égyptiennes par tonneau de jauge.

Tous les droits ci-dessus sont exigibles pour les navires jaugeant 5 tonneaux et au-dessus.

Au-dessus de 800 tonneaux il ne sera perçu que moitié des droits sur l'excédent du tonnage.

Les navires de guerre seront exempts de droits.

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Une réduction de 5 pour cent sera accordée aux bateaux faisant un service postal régulier.

Les droits pour les ports Ottomans seront perçus dans chaque localité dès que l'éclairage spécial commencera à fonctionner.

Les droits de phares seront exigibles pour le parcours de la Mer Rouge dès que la première partie, qui doit être construite en trois ans, sera allumée.

A l'entrée de l'Euphrate les droits seront de 40 paras à l'entrée et de 40 paras à la sortie dans les mêmes conditions que ci-dessus.

Les droits de phares sont dus partout en monnaies d'or ou d'argent.

No. 73.

The Marquis of Salisbury to Sir W. White.

(No. 75. Commercial.)

Sir,

Foreign Office, August 17, 1887.

WITH reference to your Excellency's despatch No. 100, Commercial, of the 5th of this month, I have to inform you that M. Collas attended at this Office on the 8th instant, and gave explanations respecting his scheme for the construction of lighthouses on the Turkish shores on the Red Sea.

Sir James Fergusson stated, in reply, that this scheme would not confer benefit in any degree commensurate with its cost to British or other shipping passing through the Red Sea to the East Indies, China, or Australia, and that vessels engaged in voyages to or from these countries required chiefly the two lights, upon the construction of which Her Majesty's Government lay stress, namely, those at Abou Ail and the Mokha Shoal.

Sir James Fergusson suggested that these two lights should be forthwith taken in hand, and asked for an approximate estimate of the cost of construction, and of the rate of dues necessary for their maintenance.

M. Collas said that, speaking without notes, he estimated the outlay for construction at between 30,000*l.* to 35,000*l.*, and the annual charge, including sinking fund, at from 2,000*l.* to 2,500*l.* He, however, strongly pressed either his original scheme, or a modified form of it, which should provide lights on certain banks along the Turkish coast.

Rear-Admiral Sir George Nares, K.C.B., who attended this meeting on behalf of the Board of Trade, maintained that the lights last referred to would be of little use to navigation through the Red Sea.

M. Collas undertook to communicate further with Rustem Pasha, and to supply his Excellency with a statement of his views, which would form the reply of the Ottoman Embassy to Lord Rosebery's note of the 22nd March, 1886.

Up to this date the reply thus promised has not been received at this Office.

I am, &c.

(Signed) SALISBURY.

No. 74.

The Marquis of Salisbury to Mr. Portal.

(No. 25. Commercial.)

Sir,

Foreign Office, August 19, 1887.

WITH reference to my despatch No. 23, Commercial, of the 4th instant, on the subject of the lighting of the Red Sea, I transmit herewith copies of a letter and of its inclosures from the Board of Trade, urging the necessity of the erection of a lighthouse on the south-east of Shadwan Island ;* and I have to instruct you to bring the matter to the notice of the Egyptian Government.

I am, &c.

(Signed) SALISBURY.

• No.

No. 75.

Mr. Portal to the Marquis of Salisbury.—(Received September 5.)

(No. 32. Commercial.)

My Lord,

Cairo, August 26, 1887.

WITH reference to your Lordship's despatch No. 25, Commercial, of the 19th instant, and in continuation of my No. 26, Commercial, of the 2nd July, on the subject of the lighting of the Red Sea, I have great satisfaction in informing your Lordship that the Egyptian Government have sanctioned the erection of a lighthouse on the south end of the Island of Shadwan. It is hoped that the work will be begun in October.

I have, &c.

(Signed) G. H. PORTAL.

No. 76.

The Marquis of Salisbury to Mr. Portal.

(No. 28. Commercial.)

Sir,

Foreign Office, September 7, 1887.

I HAVE received your despatch No. 32, Commercial, of the 26th ultimo, and I have to instruct you to express to the Egyptian Government the satisfaction of Her Majesty's Government at their decision to erect a lighthouse on the Island of Shadwan.

You will add that Her Majesty's Government trust that the work will be carried out with as little delay as possible.

I am, &c.

(Signed) SALISBURY.

No. 77.

Sir W. White to the Marquis of Salisbury.—(Received October 8.)

(No. 121. Commercial.)

My Lord,

Therapia, October 4, 1887.

IN continuation of my despatch to your Lordship No. 100, Commercial, of the 5th August last, on the subject of the lights in the Red Sea, I have the honour to report that I am informed by Sir A. Sandison that the Turkish Minister for Foreign Affairs directed Rustem Pasha, on the 27th ultimo, to answer the note of Her Majesty's Government addressed to the Turkish Ambassador in London under date of the 22nd March, 1886, respecting the erection of two lighthouses in the Red Sea.

I have, &c.

(Signed) W. A. WHITE.

No. 78.

The Marquis of Salisbury to Sir W. White.

(No. 90. Commercial.)

Sir,

Foreign Office, October 13, 1887.

I HAVE to acknowledge the receipt of your Excellency's despatch No. 121, Commercial, of the 4th instant, and to state, in reply, that the communication from Rustem Pasha therein referred to was received last August, and was at once referred to the Board of Trade.

The attention of that Department has again been called to the subject, and an early reply asked for. When it is received a further despatch on this subject will be addressed to your Excellency.

I am, &c.

(Signed) SALISBURY.

Sir E. Baring to the Marquis of Salisbury.—(Received December 28, noon.)

(Commercial.)
(Telegraphic.)

Cairo, December 27, 1887, 6.8 P.M.

REDUCTION of light dues.

At the last meeting, Consul-General's strong opinion was expressed that the Alexandria Harbour should be so lighted as to enable vessels to enter at night. The Egyptian Government are prepared to do this. It will cost 4,000*l.*, and involve an annual expense of 700*l.* Also constructing a light on the Island of Shadwan, in the Red Sea, at a cost of 8,000*l.* Under the circumstances, they hope Her Majesty's Government will not for the present press for any reduction of dues.

The Marquis of Salisbury to Her Majesty's Representatives in Europe (Maritime), United States, and Japan.

(Commercial.)
My Lord,

Foreign Office, February 29, 1888.

Sir,

IN the year 1881 the Porte granted to Messrs. Collas and Michel a Concession for the erection and maintenance of thirty lights in the Red Sea, on the south-eastern coast of Arabia, and in the Persian Gulf.

Copy of this document is inclosed for your information.

Her Majesty's Government have objected to the terms of the Concession, and in August last a meeting to discuss it took place at this Office between Sir James Fergusson, Mr. Henry G. Calcraft, Mr. Kennedy, and Rear-Admiral Sir G. Nares on the part of Her Majesty's Government, and Morel Bey and M. Collas as representing the Porte and the concessionnaires; but the Porte, in the note from Rustem Pasha of the 15th of that month, while agreeing to certain modifications, declined to admit all the objections of Her Majesty's Government.

I inclose copy of his Excellency's note, together with copy of a Memorandum prepared by the Board of Trade, which enters fully into the details of the scheme, and the objections which Her Majesty's Government consider exist to it.

It will be seen from this Memorandum that, as regards the portion of the Concession which relates to the lighting of the Red Sea, in the opinion of Her Majesty's Government eight out of the twelve proposed Fairway lights are not required for the protection of ships passing through that sea, and that six of them would not, in ordinary circumstances, even be sighted; that two more are not absolutely necessary for the safety of shipping carefully navigated; and that the establishment of these two can well be deferred for the present. Also, that the dues authorized under the Concession are inordinately high.

It is shown that, by omitting the erection of the lights which are considered unnecessary, it would be possible to provide for the erection of all the lights in the neighbourhood which are needed, at a smaller expense to the shipping trade than is proposed under the Concession.

The dues leviable under the Concession for the twelve Red Sea Fairway lights alone would, as shown in the Memorandum, amount to about 38*l.* for each voyage on a vessel of 3,200 net tonnage, in addition to the charges for supporting the Egyptian lights already established, and which amount to about 38*l.* for a vessel of the same tonnage. The dues, moreover, for the lights authorized by the Concession, if once agreed to by the Maritime Powers, are to be continued for forty years. No provision is made for their revision in the event of trade increasing, or in that of the cost of erection being previously paid off.

On the other hand, the cost of maintaining the existing Red Sea lights, establishing the additional ones that are absolutely necessary within the Egyptian, Turkish, and Guardafui districts, and providing a sinking fund for the repayment of the cost of their erection, can, it is expected, be met as soon as a reduction can be made in the Egyptian lighthouse dues, by a tariff of about the amount now levied for the Egyptian Red Sea lights alone.

It will be seen from Rustem Pasha's note referred to that, notwithstanding the objections raised by Her Majesty's Government to the Concession, the Porte holds in the

main to its terms, and says that the separation of the Abou Ail and Mocha Shoal lights from the general Concession is impossible.

It is indeed stated that the scheme is open to modification, but, looking to the above-mentioned expression of opinion and to the fact that a high fixed tariff is proposed, Her Majesty's Government conclude that the modification can only refer to the number of lights being slightly reduced or the sites somewhat altered.

But, besides the objections held by Her Majesty's Government to the proposed Fairway lights and the scale of dues, they consider that the following points are of great importance, and should be firmly maintained in dealing with the Concession:—

(1.) That the Red Sea Fairway lights erected for the benefit of, and supported by dues levied on, the passing foreign trade, should be in no way coupled financially with any other lights, or with Government funds applicable to other purposes.

(2.) That whatever country provides lights should levy dues only in strict proportion to the actual cost of the service, and that the expenses should be kept as low as possible with due regard to efficiency.

(3.) That provision should be made for the periodical revision of the tariff, and that yearly accounts should be published for the information of the countries whose trade is taxed, as is already done by Egypt in connection with the lights in the northern part of the Red Sea, and by Great Britain in connection with lights in the Indian Ocean and on the south coast of Ceylon.

The accompanying extract of a letter from the Board of Trade, dated the 22nd February, 1886, points out the undesirability of acknowledging or admitting the fresh establishment in practice of a right on the part of any Power to benefit financially through taxes levied on a foreign passing trade in connection with lights on its coast or on off-lying dangers—a line of policy for the abolition of which the several Maritime Powers have made great efforts, and for the abandonment of which, when prescribed by long usage, a large sum was paid by them to Denmark in 1857, when the Sound duties were done away with.

At the present time, although many countries exercise their undoubted right to levy local light dues on ships entering their ports, no country, except Turkey (who taxes the Black Sea trade on passing the Dardanelles), so far as Her Majesty's Government are aware, in any way levies light dues on the foreign trade passing their general coast lights, unless it enters one of their ports, much less does any other foreign Government benefit financially through levying such dues.

If the Collas Concession were agreed to, a further precedent would be created in opposition to the principle on which action was taken regarding the Sound duties, for the Turkish Treasury, which would receive 10 per cent. of the dues levied, would, by thus taxing a foreign passing trade, immediately benefit to the extent of some 7,000*l.* a-year over and above the cost of the Lighthouse Service.

With reference to the statements made in Rustem Pasha's letter of the 15th August, I have to observe that the proposed Turkish Red Sea light dues and the Egyptian Red Sea light dues are in no way comparable, the accounts of the latter being published for general information, and the tariff being subject to revision. The statement that Turkey will light an area of 325 miles with twenty-three lights for the same amount of dues as is now charged by Egypt for lighting 100 miles by means of seven lights is incorrect, for the eleven Turkish coast and harbour lights included in the above number have special dues levied for them.

In consideration of these circumstances, and as the concurrence of the Maritime Powers in the tariff is necessary before the Concession can come into force, Her Majesty's Government propose to inform the Porte that they cannot agree that the trade of this country which passes through the Red Sea without touching at a Turkish port should be taxed, except to such an extent as may be found necessary to pay the actual cost of erecting and maintaining such lights as are absolutely necessary for that trade. But before doing so, they would be glad to know the views of the other Powers interested in the matter.

I have, therefore, to request you to invite the Government to which you are accredited to inform Her Majesty's Government as to whether the Turkish proposals should, in their opinion, be agreed to, and, if not, as to what lights their trade requires, and what dues they are prepared to pay for them; and you will communicate to the Foreign Minister a copy of this despatch, and of its inclosures, for his Excellency's information.

I am, &c.
(Signed) SALISBURY.

(A.)—1^{re} PARTIE.

- No. 1. Yambo.—2 feux rouges. Portée, 8 milles.
 No. 2. Banc des Sept Iles, ou Schab Sab'ah.—1 feu flottant ou une tour avec feu tournant. Portée, 12 milles.
 No. 3. Olbou Faramish (près Djeddah).—1 feu flottant ou une tour avec feu tournant. Portée, 10 milles.
 No. 4. Ras Gazahaize, ou Ras Koheiz.—1 feu tournant. Portée, 15 milles.
 No. 5. Djeddah.—2 feux blancs superposés. Portée, 10 milles. Bouées et mâts de signaux suivant les besoins.
 No. 6. Ile Gezirat Kishrat.—2 feux blancs superposés. Portée, 10 milles.
 No. 7. Kunfidah, ou Gomfordah.—2 feux blancs superposés. Portée, 10 milles. Bouées et mâts de signaux suivant les besoins.
 No. 8. Hodeidah.—2 feux blancs superposés. Portée, 10 milles. Bouées et mâts de signaux suivant les besoins.
 No. 9. Raz-el-Bayath.—5 feux blancs superposés. Portée, 8 milles.
 No. 10. Raz-el-Djedir.—2 feux blancs superposés. Portée, 8 milles.
 No. 11. Raz Mujamelah, ou Raj Méjainlà.—1 feu tournant. Portée, 15 milles.
 No. 12. Port de Mocha.—2 feux rouges superposés. Portée, 8 milles. Bouées et mâts de signaux suivant les besoins.

2^e PARTIE.

- No. 13. Ile Tiran.—1 feu tournant. Portée, 20 milles.
 No. 14. Iles Kardachlar ou Brothers.—1 feu tournant. Portée, 18 milles.
 No. 15. Ile Elkasr-al-Yemanieh.—1 feu flottant. Portée, 8 milles.
 No. 16. Ile Matathu ou Mutato.—1 feu tournant. Portée, 18 milles.
 No. 17. Ile Dorisch.—1 feu tournant. Portée, 20 milles.
 No. 18. Ile Vassaliet.—1 feu fixe. Portée, 12 milles.
 No. 19. Ile Mikva ou Sale Macova ou Scil Makaw.—1 feu tournant. Portée, 20 milles.
 No. 20. Jibbel Teer.—1 feu fixe. Portée, 15 milles.
 No. 21. Ile Zebayer.—1 feu tournant. Portée, 15 milles.
 No. 22. Ile Abou Ail.—1 feu tournant. Portée, 20 milles.
 No. 23. Mocha.—1 feu scintillant. Portée, 20 milles.

3^e PARTIE.

- No. 24. Golfe Persique.—Sur l'Ilot Quoin à l'entrée du Golfe Persique. Latitude 28° 30' nord, longitude 56° 40' est; 1 phare tournant de minute en minute. Portée, 20 milles.
 No. 25. Entrée du fleuve Euphrate.—Sur un banc à gauche en entrant de son embouchure et par 10 mètres de profondeur. 1 feu flottant de 30 en 30 secondes, Portée, 12 milles. Et des bouées, selon les besoins, à partir de ce banc jusqu'à l'échelle de Fao.
 No. 26. Ile Bu-Musa.—1 feu tournant. Portée, 20 milles.
 No. 27. Raz Moujab.—1 feu fixe. Portée, 10 milles.

4^e PARTIE.—Côte Arabique (sud-est).

- No. 28. Raz Sharwain.—1 feu tournant. Portée, 18 milles.
 No. 29. Hallani.—1 feu tournant. Portée, 15 milles.
 No. 30. Raz-el-Hadd.—1 feu tournant. Portée, 18 milles.

(B.)

MER ROUGE.

Localités.	Latitudes.	Longitudes.	Nature des Feux.	Portée en Milles.
	N.	E.		
1. Ile Tiran ou Tirahn ..	27 55	24 32	Tournant	20
2. Ile Mushabeah ou Musabih ..	25 40	36 27	Scintillant	18
3. Sherm Mahar ..	24 43	37 12	Tournant à éclipser ..	20
4. Yembo (Port de Médine) ..	24 06	38 02	Deux feux rouges superposés ..	8
5. Banc des Sept Iles ou Schab Sab'ah ..	23 50	37 53	Feu flottant fixe	10
6. Abou Farhamish ..	21 53	38 45	Feu flottant fixe	10
7. Raz Koheir ou Raz Gazahaize (Djeddah) ..	21 31	39 07	Tournant	15
8. Djeddah	21 28	39 10	Deux feux blancs superposés avec bouées et mâts de signaux	10
9. El Kasr-al-Yemanieh, ou Al Kasr-Shamyah, ou Uleusser Elyem-mainer ..	21 08	39 02	Feu flottant	10
10. Ile Zézirat Kishran ..	20 10	40 03	Deux feux blancs superposés ..	10
11. Ile Mathatu ou Mutato ..	19 45	39 55	Tournant	18
12. Kumfida ou Gomfoda ..	19 08	41 06	Deux feux blancs superposés ..	10
13. Ile Dorish ..	18 31	40 40	Tournant	18
14. Iles Vassaliat ou Wussaliat ..	17 41	40 55	Fixe	20
15. Ile Mikva ou Scil Makawar ..	16 58	41 21	Tournant	20
16. Ile Djebel-Terr ..	15 32	41 50	Fixe	15
17. Raz-el-Bayath (Ile de Kamaran) ..	15 15	42 34	Deux feux blancs superposés ..	8
18. Ile Zebayr ou Djebbel Zebayr ..	15 04	42 14	Tournant	15
19. Raz-el-Djaddir (10 milles au nord de Hodeidah) ..	14 50	42 49	Deux feux blancs superposés ..	8
20. Raz Mujamelah ou Mejaimla ..	14 35	42 50	Tournant	15
21. Ile Abou-Ail (Djebbel Zukour) ..	14 06	42 47	Tournant	25
22. Port de Mocha ..	13 20	43 11	Deux feux rouges superposés, bouées et mâts de signaux ..	8
23. Mocha	13 20	43 11	Scintillant	22

CÔTE D'ARABIE ET GOLFE PERSIQUE.

24. Raz Sharwain (possibilité d'exécution très douteuse par absence de sécurité) ..	15 19	51 38	Tournant	18
25. Entrée de l'Euphrate ..	29 47	48 43	Feu flottant	12

La moitié des feux ci-dessus désignés fonctionnera dans un délai de trois ans, et l'éclairage sera complété en quatre ans.

Cependant pour les Nos. 3, 11, 14, 15, 18, et 20, vu les difficultés d'exécution, le délai sera augmenté d'une année, si c'est nécessaire.

La construction du No. 24 restera absolument facultative et subordonnée à la possibilité d'obtenir une sécurité suffisante.

Inclosure 4 in No. 80.

Board of Trade to Foreign Office.

(Extract.)

Board of Trade, London, February 22, 1886.

UNDER the terms of this Concession, Turkey is entitled to receive 10 per cent. of all the light dues levied on the passing Eastern trade, in return for which she is not called upon to confer the slightest benefit on that trade. It is obviously her interest to fix and maintain the dues at a maximum, and to grant periodical renewals of the Concession whenever it may expire. If, therefore, the Concession should once be recognized by Her Majesty's Government, there can be no reasonable doubt that the legal right of M. Collas and the Turkish Government to tax the vast and increasing Eastern trade will be established in perpetuity. Moreover, the time fixed for the present Concession is practically unending, since it cannot terminate until the expiration of forty years from the completion of the last of the twelve local and ten general lights

in the Red Sea, and the seven in the Arabian Sea and Persian Gulf, twenty-nine in all, many of which will certainly never be erected.

It must also be remembered that, if the Concession once comes into force, no control can be exercised by the Maritime Powers interested over the dues with a view to their readjustment as the trade fluctuates, owing to the non-existence of any provision for the periodical inspection of the accounts. In the absence of such a provision, it is certain that M. Collas' Company, by means of threatening to put out the lights, will adopt the same course as was successfully taken by them with regard to the production of accounts for the Mediterranean lights under the Concession of 1860, and, with probably an enormously increasing trade, will place every difficulty in the way of an inspection of the accounts of the Red Sea Lighthouse Administration.

The Board of Trade are not unmindful of the opinion expressed by the Foreign Office, to the effect that the regulation of lighthouses is a prerogative of the Sovereign of the State, with which foreign Governments cannot properly interfere; but it appears to them that, although this principle may apply in cases where a Government, with the knowledge of all parties, taxes by means of light dues the trade entering one or more of its ports, and might thus apply to the local lights included in the Collas Red Sea and Persian Gulf Concession, if erected, in cases where foreign ships enter Turkish ports, it cannot be considered as applicable to a case where a Government claims a right to tax a vast foreign passing trade which neither touches at nor is bound to or from any of its ports, as in the case of the Red Sea passing lights that have been asked for by the trade.

No. 81.

The Marquis of Salisbury to Sir E. Baring.

(No. 2.)
Sir,

Foreign Office, March 9, 1888.

WITH reference to my despatch No. 26, Commercial, of the 19th August last, I transmit herewith, for your information and for communication to the Egyptian Government, copies of a Circular despatch, with its inclosures, which I have addressed to Her Majesty's Representatives in the Maritime States of Europe, the United States, and Japan, on the subject of the lightings of the Red Sea.*

I am, &c.
(Signed) SALISBURY.

No. 82.

Sir E. Monson to the Marquis of Salisbury.—(Received March 20.)

(No. 17. Commercial.)
My Lord,

Copenhagen, March 16, 1888.

WITH reference to my despatch No. 13 of the 5th instant, in which I informed your Lordship that I had communicated to the Danish Minister of Foreign Affairs the views of Her Majesty's Government as to the terms of the Concession granted by the Porte in 1881 to Messrs. Collas and Michel for the establishment and maintenance of thirty lights on the coasts of the Red Sea and the Persian Gulf, and on the south-east littoral of the Arabian coast, I have now the honour to inclose copy of a note from his Excellency, in which he states that the Red Sea is so little frequented by Danish shipping that it is not worth while for the Government of the King to submit any proposals, or to make any suggestions, as to the question of lighting the coasts above mentioned. His Excellency adds that as soon as the Great Maritime Powers, or the majority of them, shall have arrived at an understanding upon the steps to be taken in this matter, the Danish Government will be perfectly ready to join them in taking those steps.

I have, &c.
(Signed) EDMUND MONSON.

Inclosure in No. 82.

Baron Rosenörn-Lehn to Sir E. Monson.

M. le Chevalier,

Copenhagen, le 14 Mars, 1888.

J'AI eu l'honneur de recevoir la note que vous avez bien voulu m'adresser le 5 courant et par laquelle, en me transmettant copie d'une dépêche que vous a adressée son Excellence Lord Salisbury relativement à la Concession accordée en 1881 par la Porte à MM. Collas et Michel pour l'établissement de trente phares sur les côtes de la Mer Rouge et du Golfe Persique, ainsi que sur le littoral sud-est de la côte Arabique, vous m'informez que le Gouvernement de Sa Majesté Britannique objecte à un arrangement par lequel le commerce maritime Anglais qui passe par la Mer Rouge sans toucher à aucun port Ottoman, serait soumis à des charges plus élevées qu'il n'en faudrait pour l'établissement et le maintien des phares strictement nécessaires. Votre Gouvernement a donc l'intention d'adresser au Gouvernement Ottoman une communication dans ce sens, mais avant d'agir ainsi il désire connaître les vues des autres Gouvernements intéressés, et vous m'exprimez donc le désir de votre Gouvernement de savoir de quelle manière celui du Roi envisage l'arrangement proposé par la Porte.

En réponse à cette communication j'ai l'honneur de vous informer, M. le Chevalier, que la navigation Danoise dans la Mer Rouge est trop peu considérable pour qu'il y ait lieu pour le Gouvernement du Roi de présenter des propositions ou des suggestions au sujet de la question d'éclairage des dites côtes. Mais dès que les Grandes Puissances Maritimes ou la plupart d'entre elles seront convenues d'une démarche à cet égard, le Gouvernement du Roi sera tout disposé à s'y joindre.

Je profite, &c.
(Signé) J. ROSENÖRN-LEHN.

No. 83.

Sir F. Lascelles to the Marquis of Salisbury.—(Received April 21.)

(No. 8. Commercial.)
My Lord,

Bucharest, April 15, 1888.

WITH reference to my despatch No. 6 of the 19th ultimo, I have the honour to inclose a copy of the reply which I have received from the Roumanian Minister for Foreign Affairs to the note which I addressed to M. Pherekyde on the 19th ultimo on the subject of the Concession granted by the Sublime Porte in 1881 to Messrs. Collas and Michel for the construction and maintenance of lighthouses in the Red Sea and Persian Gulf.

M. Carp states that the Roumanian Government adopt the view entertained by Her Majesty's Government with regard to the question of the taxes to be levied on international commerce which may pass through the Red Sea without touching at an Ottoman port, and consider that such taxes should not exceed the amount necessary for the construction and maintenance of the lights.

With regard to the number of lights required, M. Carp points out that, as the action of the Roumanian navy is for the present limited to European seas, the Roumanian Government has no proposals to offer, and is ready to adhere to the decision which may be taken by the Powers directly interested in the question.

I have, &c.
(Signed) FRANK C. LASCELLES.

Inclosure in No. 83.

*M. Carp to Sir F. Lascelles.**Bucarest, le 29 Mars (10 Avril), 1888.*

M. l'Envoyé,

PAR votre note en date du 7 (19) Mars dernier, vous avez bien voulu saisir le Gouvernement Royal de la Concession accordée en 1881 par la Sublime Porte à MM. Collas et Michel, pour la construction et le maintien de trente phares ou feux dans la Mer Rouge et le Golfe Persique, et lui demander son avis sur les objections de principes que le Gouvernement de Sa Majesté Britannique croyait devoir y faire.

En remerciant votre Excellence de cette obligeante communication, j'ai l'honneur de vous déclarer que, quant à la question des taxes à supporter par le commerce international qui passe par la Mer Rouge sans toucher à un port Ottoman, le Gouvernement Roumain adopte le point de vue où s'est placé le Principal Secrétaire d'État de Sa Majesté Britannique. Il est d'avis que ces droits ne doivent pas dépasser la somme nécessaire pour payer les frais de construction et d'entretien des phares qui sont nécessaires aux besoins de ce commerce.

Quant aux phares dont le commerce Roumain aurait besoin dans ces parages et quant aux droits qu'il serait disposé à acquitter, le cercle d'action de la marine Roumaine étant, pour le moment, restreint aux mers Européennes, le Gouvernement Royal estime qu'il n'a pas de propositions à faire dans ce sens et se déclare prêt à se rallier à la décision des Puissances directement intéressées dans la question.

Je saisis, &c.
(Signé) P. P. CARP.

No. 84.

Sir L. West to the Marquis of Salisbury.—(Received April 23.)

(No. 104. Commercial.)

My Lord,

Washington, April 13, 1888.

WITH reference to your Lordship's despatch, Consular, of the 29th February last, I have the honour to inclose herewith copy of a note which I have received from the Secretary of State, together with copy of a communication from the Lighthouse Board to the Treasury Department, stating that they are not in favour of accepting the Turkish proposals for the erection and maintenance of lights in the Red Sea.

I have, &c.
(Signed) L. S. SACKVILLE WEST.

Inclosure 1 in No. 84.

*Mr. Bayard to Sir L. West.**Department of State, Washington, April 11, 1888.*

Sir,

WITH reference to your note of the 19th ultimo, submitting for the consideration of this Government certain correspondence on the subject of a Concession granted by the Porte for the erection and maintenance of thirty lights in the Red Sea, &c., and inquiring whether this Government is prepared to agree to the Turkish proposals, I have the honour to inform you, in reply, that the competent authorities of this Government are not in favour of accepting the proposals in question for the reasons set forth in the inclosed copy of a Report of the Chairman of the Lighthouse Board.

I have, &c.
(Signed) T. F. BAYARD.

Inclosure 2 in No. 84.

*Vice-Admiral Raven, U.S.N., to the Secretary of the Treasury.**Treasury Department, Office of the Lighthouse Board,
Washington, April 3, 1888.*

Sir,

THE Board has the honour to acknowledge receipt of Departmental letter, dated the 2nd April, 1888, transmitting a letter from the State Department, dated the 30th March, 1888, with its inclosure, a note from the British Minister at this capital, asking the views of this Government as to the proposal made by the Government of Turkey as to the erection and maintenance of thirty lights in the Red Sea, on the coast of Arabia, and in the Persian Gulf: this Government is asked as to whether the Turkish Government's proposals should, in its opinion, be agreed to, and, if not, as to what lights its trade requires, and what dues this Government is prepared to pay for them.

In reply, the Board begs leave to say that our trade in those waters is exceedingly small. It appears from the current Report of the Commissioner of Navigation (see p. 207), that but three American vessels used the Suez Canal during the year 1885, and it is surmised that a part of these were naval vessels.

From this it would appear that the trade of the United States, at least at present, requires few, if any, lights in those waters.

It has been the policy of this Government to exact no light dues for vessels entering its ports.

The stand was taken in the early days that civilization required that America should, by her lighthouse establishment, her harbour improvements, and her life-saving service, do what she could as a duty to humanity at large to insure safety to those who sought her shores. No reason is seen by the Board for changing the policy at this day.

Now the United States maintains 914 lighthouses, 23 lightships, 77 steam or hot-air signals, 140 clock-worked fog signals, 361 day beacons, 3,886 buoys of all kinds on its 9,959 miles of its ocean, gulf, and lake coast-line, besides its 1,107 stake lights on its long line of rivers, at a cost last year of 2,597,400 dollars, without mentioning the cost of their establishments.

This Government has been restive under the claim of other Governments that its commerce should pay light dues. How much has been paid by American ships for light dues it is hard to say, but it was stated by Mr. Abbot Lawrence, our Minister to England in 1851, in his discussion with Lord Palmerston, that in the previous three years the light dues collected by Great Britain amounted to between 400,000*l.* or 500,000*l.*, and that the United States had paid one-fourteenth of all. This would make our payment, say, 160,000 dollars for that year. As an instance, it may be well to state that the American steam-ship line of Philadelphia paid as light dues on its four steamers, during the years 1875-77, 36,000 dollars, being at the rate of 250 dollars per voyage for each of the 146 voyages made by them; but the amount paid directly as light dues is only a small proportion of what has been paid indirectly.

This Government has from time to time made efforts to extinguish the light duties paid in foreign countries by its commerce. It has from time to time represented to the British Government the impropriety of these exactions, and it has always been listened to with respectful consideration, but has been put off with promises that the matter shall

receive further and favourable attention in the future. It has been more successful with other countries.

Under the Treaty of Washington of the 11th April, 1857, it was agreed that 393,011*l.* be paid to Denmark to extinguish what were known as the sand dues.

Under the Treaty of Berlin of 1868, it was agreed that about 36,000 dollars should be paid to Hanover to extinguish what were known as the State dues heretofore levied on our trade on the Elbe River.

Under the Treaty with the Belgians made at Brussels the 20th July, 1863, it was agreed that the United States would participate in the benefits of the Treaty made on the 19th April, 1839, between the King of the Belgians and the King of the Netherlands, by which it was agreed that 550,000 dollars should be paid to the King in annual instalments in return for the extinguishment of the Scheldt dues. Of this sum the United States agreed to pay its proper share, and doubtless the payment to Belgium of 61,584 dollars mentioned in the disbursements for 1872 for the extinguishment of the Scheldt dues closes the account. While the dues thus extinguished were of various kinds, light dues in each case entered into them as one of their items, and the Governments to which the dues were paid bound themselves by the Treaties requiring their payment to keep the lights and aids to navigation in good order thereafter.

In conclusion, the Board begs leave to say that it is of opinion that it should be the policy of this country to refrain from entering into any Treaties by which it should be required to pay any further light dues; and also that it would be the part of wisdom for this country to take all proper measures to have the light dues now exacted against its commerce by any Government extinguished as soon as practicable.

I have, &c.

(Signed) T. C. RAVEN, *Vice-Admiral, U.S.N.,*
Chairman.

No. 85.

Lord Vivian to the Marquis of Salisbury.—(Received April 23.)

(No. 95. Commercial.)

My Lord,

Brussels, April 20, 1888.

I DULY communicated to the Belgian Government the views of Her Majesty's Government on the terms of the Concession granted by the Porte in 1881 to Messrs. Collas and Michel, for the erection and maintenance of certain lights in the Red Sea, on the south-east coast of Arabia and in the Persian Gulf, as stated in your Lordship's Circular despatch, marked Commercial, of the 20th February last, and I asked for their opinion on the subject.

I have now the honour to inclose copy of Prince de Chimay's reply, stating that the Belgian Government, while agreeing generally with the objections entertained by Her Majesty's Government to the terms of the Collas-Michel Concession, do not consider that their maritime interests in the seas in question are of sufficient importance to be appreciably affected by the proposed Concession, and that, in these circumstances, the King's Government are content to leave the solution of the question in the hands of the Powers which are most interested in it.

I have, &c.

(Signed) VIVIAN.

Inclosure in No. 85.

Prince de Chimay to Lord Vivian.

Ministère des Affaires Étrangères, Bruxelles,
le 19 Avril, 1888.

Milord,

PAR son office du 5 Mars dernier, votre Excellence a bien voulu me communiquer les objections que soulève, de la part du Gouvernement de la Reine, la Concession accordée en 1881 par la Sublime Porte à MM. Collas et Michel pour l'établissement de trente phares dans la Mer Rouge et le Golfe Persique; elle m'a prié en même temps, d'après les instructions de son Gouvernement, de lui faire savoir si les dispositions prises par la Turquie nous paraissaient de nature à être ratifiées et, dans la négative, d'indiquer les phares

que notre commerce semblerait réclamer dans ces parages ainsi que les taxes que nous serions disposés à payer de ce chef.

Le Gouvernement du Roi a pris connaissance avec un vif intérêt des observations émises sur la question par le Gouvernement Britannique, et je ne puis manquer de vous remercier, Milord, pour la communication que vous avez bien voulu m'en faire.

Il est permis de douter de l'opportunité d'augmenter le nombre de phares existants, dans une proportion aussi considérable que celle dont fait mention la Concession Collas-Michel et surtout de la nécessité d'imposer de ce chef à la navigation l'accroissement de charges qu'il est question d'établir; on peut contester en effet que le tarif soit en rapport avec les dépenses probables et qu'il soit conçu de manière à pouvoir être réduit pendant la période de Concession, si l'exagération en était manifestement constatée.

Quoiqu'il en soit, Milord, les intérêts maritimes de la Belgique dans les régions dont il s'agit sont de trop minime importance pour que la mesure puisse avoir pour elle de conséquences bien appréciables.

Dans ces conditions, le Gouvernement du Roi est d'avis de laisser aux pays que la question interesse à un plus haut degré le soin de préparer la solution la plus avantageuse.

Je serai reconnaissant à votre Excellence de vouloir bien faire part de cette appréciation à son Gouvernement, et je saisis, &c.

(Signé) LE PRINCE DE CHIMAY.

No. 86.

Mr. Haggard to the Marquis of Salisbury.—(Received May 8.)

(No. 15. Commercial.)

My Lord,

Athens, May 3, 1888.

ON the receipt of your Lordship's Circular despatch, Commercial, of the 29th February last, on the subject of the erection and maintenance of lights in the Red Sea, on the south-eastern coast of Arabia, and in the Persian Gulf, Sir H. Rumbold duly communicated a copy thereof, with its inclosures, to the Minister for Foreign Affairs, while at the same time inviting the Greek Government, through his Excellency, to inform Her Majesty's Government as to whether the Turkish proposals should, in their opinion, be agreed to, and, if not, as to what lights their trade requires, and what dues they are prepared to pay for them.

I have now the honour to transmit to your Lordship herewith copy of a note which I have received from the Acting Minister for Foreign Affairs, in which he states that the Ministry of Marine, to whom the subject was referred, has informed him that it would prefer to abstain from giving an opinion on the question of the lights to be erected on the coasts of the Persian Gulf and of the Red Sea, because these coasts are rarely visited by Hellenic merchant-vessels, and because it considers the dues stipulated for in the Convention of 1881 exorbitant.

I have, &c.
(Signed) W. H. D. HAGGARD.

Inclosure in No. 86.

M. Theotoki to Mr. Haggard.

*Ministère des Affaires Étrangères, Athènes,
le 19 Avril (1^{er} Mai), 1888.*

Monsieur,

LE Ministère de la Marine, auquel je n'ai pas manqué de communiquer le contenu de l'office de la Légation, en date du 12 Mars dernier, vient de me faire connaître qu'il préférerait s'abstenir de donner son opinion sur la question des phares devant être érigés sur les côtes du Golfe Persique et de la Mer Rouge, vu que ses côtes sont peu fréquentées par les bâtiments de la marine marchande Hellénique, et qu'il considère les droits stipulés par la Convention de 1881 comme exorbitants.

Veillez, &c.
(Signé) G. THEOTOKI.

No. 87.

Mr. Petre to the Marquis of Salisbury.—(Received May 15.)

(No. 45. Commercial.)

My Lord,

Lisbon, May 9, 1888.

WITH reference to my despatch No. 14, Commercial, of the 14th March, in which I informed your Lordship that I had addressed a note to the Portuguese Government asking them for their opinion respecting the Turkish Concession to MM. Collas and Michel in the matter of lights in the Red Sea, I have now the honour to inclose herewith translation of a note which I have received from Senhor de Barros Gomes in answer to my above-mentioned note.

As your Lordship will perceive, Senhor de Barros Gomes, after making a few observations as to limiting the liability of the different countries, states that the Portuguese Government are prepared to give their assent beforehand to any tariff which may eventually be agreed upon between the other Powers and the Turkish Government.

I have, &c.
(Signed) GEORGE G. PETRE.

Inclosure in No. 87.

Senhor Gomes to Mr. Petre.

(Translation.)

Your Excellency,

Lisbon, May 4, 1888.

HIS Majesty's Government have taken into due consideration the matter set forth in your Excellency's note of the 14th of last March, expressing the wish on the part of your Government to ascertain whether the Turkish proposals with reference to the lighting up of the coasts in the Red Sea and in the Persian Gulf ought, in the opinion of the Portuguese Government, to be accepted, and should they be deemed unacceptable, what lighthouses are necessary for Portuguese navigation in those seas, and what amount of dues are the Portuguese Government disposed to pay in order to defray the cost of those lighthouses.

In reply, I have the honour to inform your Excellency that among the lighthouses proposed in the Concession to MM. Collas and Michel with reference to international navigation in the Red Sea, the following are mentioned in their respective order by the commanding officers of our ships as necessary for navigation:—

No. 23, Mocha; No. 22, Abou Ail; No. 18, Island of Zebayer; and No. 16, Jebel Teer.

The others are not indispensable for navigation, and in some of the places proposed the soundings afford a safe indication as to the proximity of danger. Inasmuch as the lighthouses referred to are useful to vessels passing through the Red Sea and not bound to any ports therein, it is doubtless both proper and just that the international navigation shall pay dues for them alone.

It seems likewise just that the dues recovered shall not exceed the amount absolutely requisite to defray the cost of the said lighthouses, and, moreover, that the proposed improvement, which is one of general interest, shall neither have the nature of a financial speculation on the part of a private individual, nor shall it constitute a source of unjustifiable profit on the part of the Ottoman Government.

On these grounds, the clause contained in the 11th Article of the Contract, in virtue of which the State gets 10 per cent. on the revenue derived from the dues, is held to be hardly fair; it would also seem proper to oppose the maintenance of the same tariff during forty years, which is the period of the Concession, without taking into consideration the probable increase of international navigation in the Red Sea, or in any way providing for this contingency.

As regards the tariff dues which ought to be imposed in order to defray the cost of the service in question, His Majesty's Government are of opinion that, after the matter shall have been discussed by those nations which have considerable maritime and commercial interests therein, Portugal cannot but look upon the decision at which they may

Your Lordship will gather from M. Hartsen's communication that the Netherlands Government fully share the objections of Her Majesty's Government to the Tariff under which the proposed dues would be levied, the lighthouses to be constructed being, in their opinion, with a few exceptions, of no value to the vessels bound directly through the Red Sea. They further object to being tied down for forty years by such a Tariff, which, as they point out, they would be unable in any way either to check or to revise. According to them, no Tariff that should not clearly distinguish between the expenditure incurred on the lighting of the international route and that devoted to the lighting of coasts and harbours would be acceptable.

M. Hartsen, as your Lordship will observe, expresses the desire to be made acquainted, if possible, with the views of the French Government respecting the Turkish proposals, and he would also be glad to be furnished with a few copies of your Lordship's Circular despatch of the 29th February last, and its four inclosures, as well as of the Tariff in force for the Egyptian lighthouses in the Red Sea.

I have, &c.
(Signed) HORACE RUMBOLD.

Inclosure in No. 89.

M. Hartsen to Sir H. Rumbold.

La Haye, le 6 Juin, 1888.
M. le Ministre,
PAR son office du 5 Mars dernier, M. le Chargé d'Affaires intérimaire a bien voulu demander l'opinion du Gouvernement du Roi au sujet de l'intention du Gouvernement Turc de faire face aux frais de construction et d'entretien d'un système d'éclairage dans la Mer Rouge, en percevant des droits de phares de la navigation internationale directe, d'après un tarif établi pour quarante ans et identique au tarif Égyptien pour les phares existants.

Le Gouvernement du Roi est parfaitement d'accord avec celui de Sa Majesté Britannique en ce qui concerne l'inadmissibilité du tarif proposé, puisqu'au moins huit des douze feux projetés pour la navigation internationale directe ne sont d'aucune utilité pour elle; un feu à l'Île d'Abou-Ail, un à Mocha, un à l'Île de Zebayer, et peut-être un aussi à Jebel-Tier, lui suffiraient.

En outre, la navigation internationale directe serait soumise pendant quarante ans à ce tarif sans aucun moyen de contrôle de la part des intéressés ou sans revision possible si les circonstances venaient à se modifier; ce qui découle du fait, que les résultats pécuniaires de l'éclairage de la route internationale directe ont été amalgamés dans le projet de Concession avec ceux de l'éclairage des côtes et des ports.

Ce n'est donc, de l'avis du Gouvernement du Roi, qu'après avoir reçu communication d'un tarif modifié dans le sens de ce qui précède qu'il serait possible d'émettre une opinion sur la mesure dans laquelle le commerce pourrait contribuer aux frais de ces feux.

Je vous prie, M. le Ministre, de bien vouloir, en informant le Gouvernement de Sa Majesté Britannique de la manière de voir de celui des Pays-Bas, lui faire part du désir de ce dernier de recevoir communication des considérations émises au sujet des propositions Turques par le Gouvernement Français.

Je me permets d'ajouter que je serais heureux d'être mis en possession de quelques exemplaires de la Circulaire de M. le Marquis de Salisbury du 29 Février dernier et de ses quatre annexes, ainsi que du tarif actuellement en vigueur pour les phares Égyptiens de la Mer Rouge.

Veuillez, &c.
(Signé) HARTSEN.

No. 90.

The Marquis of Salisbury to Sir H. Rumbold.

(No. 22. Commercial.)

Sir,

I HAVE received your despatch No. 48, Commercial, of the 7th instant, inclosing a copy of M. Hartsen's note respecting the question of lighting the Red Sea, and, in

Foreign Office, June 11, 1888.

compliance with the request contained therein, I inclose two copies of the Circular of the 29th February last, and the inclosures therein.

You will at the same time be good enough to inform M. Hartsen that Her Majesty's Government have not yet received the reply of the French Government on this question, but so soon as they are in possession of their views, the Government of the Netherlands shall be duly apprised of their nature.

I am, &c.
(Signed) SALISBURY.

No. 91.

Sir Clare Ford to the Marquis of Salisbury.—(Received June 16.)

(No. 122. Commercial.)

My Lord,

WITH reference to your Lordship's Circular despatch, Commercial, of the 29th February, and to my despatch No. 70, Commercial, of the 14th March, relative to the Concession granted to MM. Collas and Michel by the Porte for the erection of lights in the Red Sea, I have the honour to transmit herewith to your Lordship translation of a note which I have received from Señor Moret, the Spanish Minister of State, in which is expressed the concurrence of the Spanish Government with the views of the Board of Trade with respect to the subject, and which were contained in a Memorandum which was inclosed in your Lordship's above-mentioned Circular despatch of the 29th February.

I have, &c.
(Signed) FRANCIS CLARE FORD.

Inclosure in No. 91.

Señor Moret to Sir Clare Ford.

(Translation.)

M. l'Ambassadeur,

Ministry of State, June 5, 1888.

ON the 13th ultimo I had the honour to intimate to your Excellency that I had communicated to my colleague, the Minister of Marine, the note which you addressed to me on the 7th March relative to the Concession made by the Ottoman Government to Messrs. Collas and Michel of the right to establish lighthouses in the Red Sea, on the coast of Arabia, and Persian Gulf.

The reply which I have now received from that Department justifies me in informing your Excellency that, apart from the more or less well-founded right of the Ottoman Government to levy dues, as it does in the case of its lighthouses in the Black Sea, for those which it may set up in the Red Sea outside ports, and which are only useful to passing ships, the Government of His Majesty concur in the observations of the Board of Trade respecting the classification and advantages of the lighthouses in the Red Sea; and they are of opinion besides, in view of the special navigation of the sea in question, and of the harm which might be done to the trade of the Maritime Powers interested if exorbitant dues are levied, that the Ottoman Government might be informed that a moderate impost can only be accepted in the case of those lighthouses which are of recognized utility to ships passing through the Red Sea, which in the present case are those denoted in Annex (B) by the Nos. 16, 18, 21, and 23—those of the Islands Jebel Teer, Zebayr, and Abou Ail, and of the port of Mocha.

I avail, &c.
(Signed) S. MORET.

Sir R. Morier to the Marquis of Salisbury.—(Received June 18.)

(No. 73. Commercial.)

St. Petersburg, June 12, 1888.

My Lord,

ON the receipt of your Lordship's despatch, marked Commercial, Circular, of the 29th February last, instructing me to ascertain whether, in the opinion of the Russian Government, the Turkish proposals for the erection and maintenance of certain lights in the Red Sea, on the coast of Arabia, and in the Persian Gulf, should be agreed to, and, if not, what lights their trade requires in those seas, I addressed a note to M. de Giers on the subject, transmitting, for his Excellency's information, the various documents which formed the inclosures in your Lordship's above-quoted despatch.

I have now the honour to forward to your Lordship copy of a note which I have received in reply from the Russian Minister for Foreign Affairs, in which his Excellency informs me that the Russian Government entirely concurs in the opinion of Her Majesty's Government, that it is impossible to admit the right of the Porte arbitrarily, and without the consent of the Powers interested, to levy taxes on vessels navigating the Red Sea which do not touch at any Turkish port.

Your Lordship will further perceive that his Excellency considers that an understanding on this matter can only be come to on the basis indicated in your Lordship's Memorandum, and that, in the opinion of the Russian Government, the security of the navigation in the Red Sea would be attained by the erection of lighthouses at Djebel Terr, Zebayr, Abou Ail, and Mocha.

The Imperial Government could not sanction the present lighthouse of "Two Brothers" being replaced by lighthouses at Masabid and Shem-Mahar, as these two last-named points are not in the Fairway.

I have, &c.
(Signed) R. B. D. MORIER.

Inclosure in No. 92.

M. Vlangaly to Sir R. Morier.

Ministère des Affaires Étrangères, le 27 Mai, 1888.

M. l'Ambassadeur,

J'AI eu l'honneur de recevoir la note que votre Excellence a bien voulu m'adresser en date du 8 Mars dernier, ainsi que copie de la Circulaire du Marquis de Salisbury relative à la Concession accordée par la Porte à la Compagnie Collas et Michel pour l'érection et l'entretien des phares dans la Mer Rouge, sur la côte sud-est de l'Arabie, et dans le Golfe Persique.

Le Gouvernement Impérial partage pleinement l'opinion du Cabinet de Londres qu'on ne saurait reconnaître à la Porte le droit de prélever arbitrairement, sans entente préalable avec les États intéressés, unet axe sur les bâtiments naviguant dans les eaux de la Mer Rouge, et ne faisant pas escale dans les ports Ottomans.

Une entente à ce sujet ne saurait être établie que sur les bases indiquées dans la Circulaire du Marquis de Salisbury, notoirement, que la Turquie ne pourra exploiter le passage de la Mer Rouge au profit de son Trésor, et qu'elle ne devra prélever sur les navires étrangers qu'une taxe proportionnée aux dépenses strictement nécessaires pour couvrir les frais de construction et d'entretien des phares reconnus de commun accord indispensables à la sécurité de la navigation internationale.

De l'avis du Ministre de la Marine Impériale la sécurité de la dite navigation ne nécessiterait la combustion dans la Mer Rouge que des phares de "Djebel-Terr," "Zebayr," "Abou-Ail," et "Mocha," mentionnés dans le Mémoire du Gouvernement de Sa Majesté Britannique.

Quant au remplacement du phare existant des "Two Brothers," par ceux projetés de "Masabid" et "Shem Mahar," ces derniers points ne se trouvant pas sur la grande voie maritime, le Gouvernement Impérial n'y saurait donner son adhésion.

En portant ce qui précède à votre connaissance, je saisis, &c.

(Signé) A. VLANGALY.

Mr. Edwardes to the Marquis of Salisbury.—(Received July 16.)

(No. 198. Commercial.)

My Lord,

Washington, July 3, 1888.

ON the 13th April last, Sir Lionel West had the honour, in his despatch No. 104, Commercial, to transmit to your Lordship a copy of a note from the Secretary of State, forwarding a communication from the Lighthouse Board to the Treasury Department, stating that they are not in favour of accepting the Turkish proposals for the erection and maintenance of lights in the Red Sea and the Persian Gulf, and I beg now to inclose herewith a copy of a further note from Mr. Bayard on this subject.

Mr. Bayard states he has received a letter from the Secretary of the Navy, in which he expresses his opinion that it would be inexpedient for the United States' Government to assent to the Turkish proposal. The objections put forward by the Secretary of the Navy to the present proposal are:—

1. That out of the twelve coast-lights proposed, only four can be considered necessary or desirable;

2. The tolls proposed are excessive, and appear to combine in one system of charges the maintenance of coast-lights and harbour-lights; and

3. No provision is made for the publication of accounts of light dues, or for any measures for their early reduction and ultimate abolition.

The Secretary of the Navy is of opinion, however, that the United States' Government might safely assent to a properly guarded arrangement for the erection of the four lights considered necessary, and for the collection of reasonable tolls for their maintenance, with the understanding that such tolls should cease at an early date.

I have, &c.
(Signed) H. G. EDWARDES.

Inclosure in No. 93.

Mr. Bayard to Mr. Edwardes.

Sir,

Department of State, Washington, July 2, 1888.

REFERRING to my reply of the 11th April to Sir L. West's note of the 19th March, 1888, relative to the proposed establishment by the Turkish Government of certain lights in the Red Sea and the Persian Gulf, I now have the honour to inform you that I have received a letter from the Secretary of the Navy on the subject, in which he expresses the opinion that it would be inexpedient for this Government to assent to the Turkish proposal.

My colleague, moreover, observes that apart from the general inexpediency of assenting in any new case to the imposition of light dues upon passing vessels, the present proposal is open to specific objection in this, that out of the twelve coast-lights proposed only four can be considered as in any sense necessary or desirable, namely, Jebel Tier (16), Zebayr (18), Abou Ail (21), and Mocha (23). Secondly, the tolls which it is proposed to levy are excessive, and apparently combine in one system of charges the maintenance of coast-lights and harbour-lights; and, thirdly, no provision is made for the publication of accounts of light dues, or for any measures looking to their early reduction and ultimate abolition, but, on the contrary, it is provided in the Concession that they are to continue in force for forty years after a certain number of lights shall have been erected.

The Secretary of the Navy is therefore of the opinion that the proposal in its present form would be extremely burdensome, and should not be agreed to, but that this Government might safely assent to a properly guarded arrangement providing for the erection of the four above-mentioned lights, and for the collection of reasonable tolls for their maintenance, with the understanding that the tolls should cease at an early date.

I have, &c.
(Signed) T. F. BAYARD.

Mr. Trench to the Marquis of Salisbury.—(Received August 31.)

(No. 62.)

My Lord,

Tókió, July 25, 1888.

WITH reference to your Lordship's Circular, Commercial, of the 29th February last, respecting the erection and maintenance of lighthouses in the Red Sea, I have the honour to inclose herewith to your Lordship translation of a note which I have received from the Japanese Minister for Foreign Affairs, replying to one I had sent forwarding copies of your Lordship's above-mentioned despatch and its inclosures, and inviting the opinion of the Japanese Government on the matter.

His Excellency states that his Government, not having as yet any important interests in the question, is prepared to concur in any decision which may be arrived at by Her Majesty's Government and the various other foreign Governments concerned, and at the same time remarks that the imposition of dues for the establishment and maintenance of lighthouses is a question concerning the independent rights of all independent countries, and cannot be subject to interference on the part of other Powers.

I have, &c.

(Signed) P. LE POER TRENCH.

Inclosure in No. 94.

Count Okuma to Mr. Trench.

(Translation.)

Sir,

Tókió, July 20, 1888.

I HAVE the honour to acknowledge the receipt of your note of the 30th April last, in which you inform me that the Turkish Government have made communications to Her Majesty's Government on the subject of the establishment of lighthouses on the north-east coast of Arabia and in the Persian Gulf, and the levying of heavy dues for the maintenance of the said lights from vessels passing through the Red Sea; that Her Majesty's Government disapprove of the proposal, and propose to reply to the Turkish Government after they have elicited the opinions of the various Maritime Powers; and that you have accordingly been instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to inquire what are the views of my Government on this question. You also inclose copies of the instructions you have received from Lord Salisbury of the "Collas" Agreement, and of a statement of the views of the Board of Trade.

My Government have not at present important interests in this question, and they are therefore prepared to concur in any decision which may be arrived at by Her Majesty's Government and the various other foreign Governments who are directly interested. With regard, however, to the imposition of dues for the establishment and maintenance of lighthouses, as is pointed out in the Memorandum of the Board of Trade, this is a question which concerns the independent rights of all independent countries, and cannot be subject to interference on the part of other Powers; but, in regard to the undesirability of dues being levied by a Government from vessels which navigate the high seas without entering the ports of the country concerned, and of a profit being made thereby by the said Government, my Government is entirely in accord with the Government of Her Majesty.

I take, &c.

(Signed) Count OKUMA SHIGENDBU,
Minister for Foreign Affairs.

No. 95.

Count Leyden to the Marquis of Salisbury.—(Received October 8.)

(Translation.)

My Lord,

German Embassy, London, October 3, 1888.

SIR EDWARD MALET addressed a note on the 15th March last to the Imperial German Government, informing them of the views of Her Majesty's Government with

No. 95*.

The Earl of Lytton to the Marquis of Salisbury.—(Received November 1.)

(No. 363. Commercial.)

My Lord,

Paris, October 30, 1888.

WITH reference to your Lordship's despatch No. 171, Commercial, of the 27th instant, I have the honour to state that, on inquiry at the Foreign Office this day, I have been informed that the Report on the question of the lighting of the Red Sea, the south-east coast of Arabia, and the Persian Gulf, has only just been received by the Ministry of Marine, by whom the subject has been carefully examined in the Hydrographical Department.

I have been promised that in a few days I shall receive the reply of the French Government, which will be to the effect that they are quite in accord with the views entertained by Her Majesty's Government on this subject, but that, considering the difference of opinion which exists with regard to the value of the points where it is proposed to erect lighthouses, they would suggest that the question is one which ought to be submitted to an International Commission specially appointed to examine it.

I have, &c.
(Signed) LYTTON.

regard to the Agreement entered into on the 2nd (14th) April, 1881, between Turkey and Messrs. Collas and Michel, for the construction and keeping up of, altogether, thirty lights on the Red Sea, the Persian Gulf, and south-east coast of Arabia.

With reference to this communication, I have the honour to state to your Lordship that the Imperial Government entirely agree with the objections raised by Her Majesty's Government, and that they wish to call attention to some further points which seem to require reconsideration.

With regard to the question of the places where lights are necessary, the Imperial Government are also of opinion that they are required on Djebel-Zebayr and Djebel-Terr (Nos. 18 and 16 on List B, Inclosure 2, p. 10), besides the particularly important points at Mocha and Abou Ail (Nos. 23 and 21).

On account of the shoals and reefs near Mocha, it might be better to have a light-ship outside the shoals there instead of a light on land. In view of the danger caused to ships passing the Red Sea by the lately-discovered Avocet rock, where the steamers "Avocet" and "Teddington" were wrecked last year, it appears desirable that steps should be taken to mark this rock by means of a light-ship, or by some other arrangement.

I have, &c.
(Signed) LEYDEN.

No. 96.

Sir A. Paget to the Marquis of Salisbury.—(Received November 10.)

(No. 92. Commercial.)

My Lord,

Vienna, November 7, 1888.

WITH reference to your Lordship's despatch No. 62, Commercial, of the 27th ultimo, I have the honour to state that having, in accordance with your Lordship's instructions, addressed a further inquiry to Count Kálnoky as to the views of the Austro-Hungarian Government on the subject of the lighting of the Red Sea, the south-eastern coast of Arabia, and the Persian Gulf, I have now been informed by his Excellency that the Austrian and Hungarian Ministries of Commerce consider the erection of lights at Abou Ail, Mokha, Jebel Teer, and Zebayr desirable, and that they assent to the views expressed in the Foreign Office Circular of the 29th February last, copy of which was inclosed in the note from this Embassy of the 6th March.

His Excellency further states that, with reference to the question of tariff, the Ministries of Commerce believe that it will not be easy to fix as yet the scale of dues to be levied, and signify their adhesion to the representation by the British Government that the trade which passes through the Red Sea without touching at a Turkish port should not be taxed, except to such an extent as may be found necessary to pay the cost of erecting and maintaining such lights as are absolutely necessary for that trade.

I have, &c.
(For Her Majesty's Ambassador),
(Signed) C. E. MAUDE.

No. 97.

Mr. Egerton to the Marquis of Salisbury.—(Received November 12.)

(No. 379. Commercial.)

My Lord,

Paris, November 10, 1888.

WITH reference to Lord Lytton's despatch No. 363, Commercial, of the 30th ultimo, I have the honour to inclose herewith to your Lordship copy of the note which I have received from M. Goblet, informing me of the views of the French Government with regard to the Concession granted by the Porte to Messrs. Collas and Michel for the lighting of the Red Sea, the south-east coast of Arabia, and the Persian Gulf.

The French Government have not yet received any direct notification from the Porte with regard to this Concession, but they are of opinion that the question is one which ought to be submitted to a Technical Commission, composed of Delegates of the Maritime Powers, who would be able to decide as to the number and position of the lighthouses which ought to be erected. They agree with the general views of Her

Majesty's Government that the dues levied ought not to exceed the actual costs of the construction and maintenance of the lights necessary to insure the safe transit of steamers along the course generally followed by them through the Red Sea; and, in consequence, M. Goblet states that he would be glad to be made acquainted with the views of the different Governments which have been consulted by Her Majesty's Government on this question.

I have, &c.
(Signed) EDWIN H. EGERTON.

Inclosure in No. 97.

M. Goblet to Mr. Egerton.

Monsieur, *Paris, le 9 Novembre, 1888.*
PAR une lettre en date du 22 Juin dernier, et en se référant à sa communication du 23 Mars, son Excellence M. l'Ambassadeur de Sa Majesté Britannique a bien voulu rappeler le prix qu'attacherait le Gouvernement Anglais à connaître les vues du Gouvernement de la République relativement aux propositions dont la Porte a saisi le Cabinet de Londres à l'effet d'assurer la mise à exécution de la Concession accordée à MM. Michel et Collas pour l'éclairage des côtes Turques de la Mer Rouge et du Golfe Persique.

Les Administrations compétentes Françaises, qui ont été consultées au sujet de cette affaire, n'ont pas encore été en mesure de procéder à une étude approfondie des diverses questions que pourrait soulever le projet d'éclairage et de tarif dont le Gouvernement Ottoman n'a d'ailleurs pas, jusqu'à présent, donnée connaissance au Gouvernement Français. Au reste, dans la pensée du Gouvernement de la République, le nombre et la position des phares qui devraient être établis sur les côtes Ottomanes de la Mer Rouge et à l'entretien desquels devrait contribuer la navigation internationale de transit par ce bras de mer, ne pourraient être arrêtés, d'une manière satisfaisante, que par une Commission Internationale composée de Délégués Techniques des Puissances Maritimes.

Le Gouvernement Français estime d'une manière générale comme le Gouvernement Britannique, qu'en principe, la contribution du commerce international de transit par la Mer Rouge à l'établissement de phares dans ces parages ne devrait, équitablement, représenter que les frais nécessaires à la construction et à l'entretien des feux dont la pose rendrait plus facile et plus sûre la route généralement suivie par les navires à vapeur.

Dans cet ordre d'idées, je vous serais très obligé si vous vouliez faire part au Gouvernement Britannique de l'intérêt que j'aurais à connaître la manière de voir des autres Puissances que le Cabinet de Londres a entretenues de la question dont il s'agit.

Agréez, &c.
(Signé) RENÉ GOBLET.

No. 98.

Sir F. Plunkett to the Marquis of Salisbury.—(Received November 19.)

(No. 88. Commercial.)

My Lord, *Stockholm, November 15, 1888.*
I HAVE the honour to transmit herewith copy of a note which I have received this day from Count Ehrensvärd, in reply to that which was addressed to him last March by Mr. Napier, respecting the proposed new Concession for lighthouses in the Red Sea, on the south coast of Arabia, and in the Persian Gulf.

I have, during the last four months, frequently pressed the matter on the attention of the Foreign Department, and on receipt of your Lordship's despatch No. 23, Commercial, of the 27th ultimo, I again reverted to it in still more urgent terms.

Your Lordship will, no doubt, be pleased with the reply of the Swedish-Norwegian Government. They indorse the views taken by Her Majesty's Government of the Concession proposed to be given to Messrs. Collas and Michel, and as their interests and

ours are identical in this question, the Swedish-Norwegian Government agree to whatever Her Majesty's Government consider necessary and equitable in regard to the number of lighthouses to be built in those quarters, and to the scale of dues to be paid for them.

I have, &c.
(Signed) F. R. PLUNKETT.

Inclosure in No. 98.

Count Ehrensvärd to Sir F. Plunkett.

M. le Ministre, *Stockholm, le 9 Novembre, 1888.*
ME référant à la note de M. Napier du 6 Mars dernier, ayant trait à la Concession que le Gouvernement Ottoman s'est proposé de faire à MM. Collas et Michel pour l'érection et le maintien de divers phares sur les côtes de la Mer Rouge, le littoral sud-est des côtes Arabiques, et les côtes du Golfe de Perse, j'ai l'honneur de vous faire savoir qu'aux yeux du Gouvernement du Roi, l'opposition faite par le Gouvernement Britannique à la Concession projetée paraît bien fondée, et que nous sommes prêts à nous rallier, en principe, à l'avis émis dans la dépêche Circulaire de Lord Salisbury en date du 29 Février, 1888, en ce qui touche la question mise en débat.

Quant à désigner quels phares sont considérés nécessaires pour notre navigation et quelles taxes équitables, il nous est difficile, vu le peu d'importance de notre navigation dans ces parages, de nous prononcer avec autorité. Nous préférons nous rallier entièrement aux vues du Gouvernement Britannique, persuadés, comme nous le sommes d'avance, que nos intérêts sont absolument identiques en cette matière.

Veillez, &c.
(Signé) EHRENSVÄRD.

No. 99.

The Marquis of Salisbury to the Earl of Lytton.

(No. 183. Commercial.)

My Lord, *Foreign Office, November 22, 1888.*
I HAVE to acknowledge the receipt of your Lordship's despatch No. 363, Commercial, of the 30th ultimo, forwarding a note from M. Goblet on the subject of the lighting of the Red Sea.

I have to request that your Lordship will inform his Excellency that the replies to the communication which was made to the Powers on this question will be communicated to the Governments which are disposed to take part in its settlement, with further proposals on the part of Her Majesty's Government.

I have to ask your Lordship, at the same time, to explain that Her Majesty's Government do not think that the appointment of a Technical Commission is necessary or desirable, at least in the present stage of the negotiations.

I am, &c.
(Signed) SALISBURY.

No. 100.

The Marquis of Salisbury to Sir E. Baring.

(No. 1. Commercial.)

Sir, *Foreign Office, January 2, 1889.*
WITH reference to my despatch No. 2, Commercial, of the 9th March last, I transmit to you herewith correspondence, in print, relative to the questions of Red Sea lights and of the Egyptian light dues.*

I shall be glad to receive, at your early convenience, your opinion with respect to these questions as set forth for consideration in the papers now forwarded to you.

I am, &c.
(Signed) SALISBURY.

Sir E. Baring to the Marquis of Salisbury.—(Received March 18.)

(No. 13. Commercial. Confidential.)

My Lord,

Cairo, March 4, 1889.

IN the course of the discussions which have taken place in connection with the Commercial Convention, the question of the light dues has come under consideration.

I have the honour to inclose a copy of a Memorandum on this subject which has been prepared by Tigrane Pasha. This Memorandum was sent to me with a private letter, in which Tigrane Pasha expressed himself as follows:—

“Je vous adresse ma note sur les phares en vous laissant juge d’y donner la suite que vous jugerez nécessaire.”

This note is not, therefore, to be taken as an official expression of opinion emanating from the Egyptian Government. There appears, indeed, to be some difference of opinion amongst the Egyptian authorities as to the best course to adopt in this matter. Notably, Sir Edgar Vincent thinks it would be far better not to raise the question. As, however, the matter has been brought to my notice, I think I had better inform your Lordship of how the case stands.

Article IX of the Anglo-Turkish Treaty of Commerce of 1861 provides for reciprocity of treatment in respect to “duties of tonnage, harbour, pilotage, lighthouse, quarantine, and other similar or corresponding duties.”

Article X (revised draft) of the Convention under discussion provides for reciprocity of treatment in respect to certain “special taxes and accessory customs duties.” The second clause of Article V also touches on the same subject. But in neither of these Articles is specific mention made of lighthouses or of light dues.

Tigrane Pasha’s argument is that unless light dues are specifically mentioned in the new Convention, the right which, according to his view, was given to the Egyptian Government, in virtue of the Treaty of 1861 to regulate those dues, will lapse. He draws special attention to Article 12 of the Tariff published in July 1870, which is couched in the following terms:—

“Le présent tarif sera susceptible d’augmentation ou de diminution, suivant l’état du budget des Phares, que le Gouvernement fera dresser chaque année.”

This Article, though it clearly foreshadows the possibility of a change in the Tariff adopted in 1870, does not of itself decide the question of whether the Egyptian Government are or are not at liberty to impose any light dues they choose. This is the real point at issue. Tigrane Pasha’s argument appears to me to hold good so far that, if no mention is made of light dues in the Convention, the right of the Egyptian Government to impose such dues as it may think fit will lapse, and the imposition of those dues will be regulated by the arrangement made in the years subsequent to 1861, notably in 1870. On the other hand, I conceive it to be equally true that if an unqualified right be conferred on the Egyptian Government by the Convention, the obligations, if any, assumed by that Government in 1870 will themselves lapse, and the Convention alone will regulate the relations between Her Majesty’s Government and the Egyptian Government on this subject.

It becomes, therefore, important to ascertain, with as much precision as possible, what are the rights which the Egyptian Government possess in respect to this subject.

I am, unfortunately, not able to discuss this question fully, for the archives of the Agency, prior to the year 1875, have been sent to London, and a good many of the archives of the Egyptian Government were destroyed in a fire at Alexandria some years ago.

So far, however, as I am able to understand, what took place in 1870 was this: Before the opening of the Suez Canal the question of the light dues levied at Egyptian ports was comparatively unimportant. Upon the opening of the Suez Canal, the question greatly increased in importance. It became a matter of special interest to Her Majesty’s Government owing to the importance of the British trade to the East.

M. de Martino, the Italian Consul-General, who, in 1870, as now, was the Doyen of the Diplomatic Corps in Cairo, has been kind enough to lend me the book containing the *procès-verbaux* of the meetings of the Consuls-General which were held in 1870. It appears from these *procès-verbaux* that a Circular was issued by Chérif Pasha to the Representatives of the Powers in connection with the levy of light dues. Further, Circulars were sent on the 7th May and on the 28th May, 1870. I have not been able to obtain copies of these Circulars. It is probable that they exist in the archives of the Foreign Office, and a reference to them might throw some light on the question of how

far the Egyptian Government claimed in 1868-70 to impose whatever light dues it thought fit. One point, however, is quite clear. Although I cannot point to any document which lays down explicitly what are the rights of the Egyptian Government and the Powers respectively in this matter, it is certain that the Tariff of 1870 was settled in consultation with the Representatives of the Powers. Indeed, it was based on a Report made by a Commission composed of the members of the Diplomatic and Consular Corps in Egypt. Under these circumstances, it appears to me difficult for the Egyptian Government to make good its claim to unrestricted liberty of action in this matter. The right of the Powers to take part in the settlement of the Tariff was tacitly, if not explicitly, recognized in 1870.

More than this, under Article 12 of the Tariff of 1870, the Egyptian Government took an engagement to publish* a “budget des Phares” every year, and, as the augmentation or diminution of the duty was made to depend on the Budget by reason of a provision prepared in consultation with the Representatives of the Powers, it is not, I think, a strained inference to conclude that those Representatives were in the future to have some voice in the matter. I believe that I am correct in stating that, for a few years subsequent to 1870, the Budget was regularly published. Then the practice of publication fell into abeyance. Complaints were made on the subject, but it is not one that now possesses much practical importance. During the last few years a general Budget has been regularly published, which includes amongst its items the revenue and expenditure of the Lighthouse Administration.

In spite of my earnest desire to do anything that is reasonable in the direction of freeing Egypt from international trammels, I am not prepared to recommend that the Egyptian Government should be left entirely free to impose whatever transit duties it pleases on the trade to and from the East; for in reality the light dues now constitute a heavy transit duty, and it cannot be any longer said that they are merely levied to cover the expenditure incident on the lighthouses.

If your Lordship agrees in this view, the question would arise as to what restrictions should be imposed on the liberty of action of the Egyptian Government. I do not think it would be advisable to repeat, in the Convention now under discussion, the words of the Treaty of 1861 without qualification.

It would, I dare say, be possible to arrive at some fairly satisfactory arrangement in connection with this subject, but I do not propose to go into the question at present.

Since Tigrane Pasha’s note was written, I have received your Lordship’s despatch No. 1, Commercial, of the 2nd January. I have not yet commenced negotiations with the Egyptian Government on the subject of the reduction of the light dues, as I thought it desirable to finish the discussions on the Commercial Convention before mooted this subject. But I propose shortly to deal with the question. The rights of the Egyptian Government will then necessarily have to be considered.

I may add that, although I will do my best to obtain some reduction of the light dues, I am confident that I cannot obtain acceptance of the proposals made by the Board of Trade in their letter of the 24th December without using far stronger pressure than would be at all desirable, or than the circumstances of the case would appear to justify.

I have, &c.
(Signed) E. BARING.

Inclosure in No. 101.

Memorandum respecting Lighthouses.

L’ARTICLE IX du Traité de Commerce de 1861 entre la Grande-Bretagne et la Turquie, garantit aux Parties Contractantes le droit réciproque d’établissement et de perception des droits de phares, sans autre restriction que de ne pouvoir appliquer aux bâtiments de l’autre pays des droits autres ou plus élevés que ceux qui sont appliqués aux bâtiments nationaux.

L’Article 2 du Tarif des droits de phares de 1870, signé par Chérif Pacha, prévoit que l’augmentation ou la diminution des droits de phares serait subordonnée à l’état annuel du budget des Phares et semblerait restreindre le droit intégral concédé par l’Article IX du Traité de 1861.

* The French expression is “faire dresser,” which I think may reasonably be held to include publication as well as preparation.

Tout en admettant que l'Égypte soit appelée à examiner la question du tarif des droits de phares, et qu'elle ait à tenir compte des réclamations élevées par la navigation, il n'en semble pas moins nécessaire de maintenir, dans la nouvelle Convention, la disposition de l'Article IX du Traité de 1861.

L'omission, dans cette nouvelle Convention, des droits de phares, explicitement reconnus par le Traité de 1861, serait inévitablement attribuée, non à un oubli, mais à une concession volontaire consentie dans les négociations qui s'élèveraient à ce sujet; on ne manquerait certainement pas de s'en prévaloir pour prétendre que le seul régime applicable aux droits de phares en Égypte est le Tarif de 1870, avec la réserve consentie par Chérif Pacha. Et l'Égypte qui, à présent même (alors qu'elle peut invoquer un texte formel de Traité), voit son droit discuté, serait bien plus désarmée si une nouvelle Convention ne faisait aucune mention de ce droit: l'Égypte, en un mot, se trouverait complètement à la discrétion des Compagnies de Navigation, qui ne manqueront pas d'exercer dans leur intérêt, une pression sur leurs Gouvernements, et ceux-ci, en l'absence d'une disposition formelle, se verront obligés de céder et d'appuyer les réclamations des armateurs, au détriment des intérêts de l'Égypte.

(Signé) TIGRANE.

Le Caire, le 24 Décembre, 1888.

No. 102.

Sir E. Baring to the Marquis of Salisbury.—(Received April 8.)

(No. 15. Commercial.)

Cairo, March 26, 1889.

My Lord,

I HAVE the honour to reply to your Lordship's despatch No. 1, Commercial, of the 2nd January.

In this despatch your Lordship inclosed some printed correspondence respecting the lighthouses in the Red Sea and Persian Gulf. The most important document in this collection is the letter from the Board of Trade to the Foreign Office, dated the 24th December, 1888. In this letter it is pointed out that the capital expenditure required for the construction of the lighthouses and lightships deemed necessary in the Red Sea and off Cape Guardafui would amount to 140,000*l.*, and that a sum of 29,000*l.* a-year was necessary to provide (1) for the maintenance of the lights; (2) for interest at the rate of 4½ per cent. on the original capital outlay; (3) for a sinking fund sufficient to pay off the capital expenditure in fifty years.

It is further proposed by the Board of Trade that the Egyptian light dues should be reduced to an extent that would set free a sum of about 50,000*l.* a-year, and that the amount so set free should be devoted to the establishment and maintenance of the additional lights required in the Red Sea and off Cape Guardafui.

In my despatch to your Lordship No. 13, Commercial, of the 4th instant, I informed your Lordship that I proposed shortly to commence negotiations on this subject. There was never any prospect of my being able to obtain such large concessions as those for which the Board of Trade asks. But I had hoped that I might perhaps be able to obtain certain concessions which would at all events do something in the direction of the requirements of the Board of Trade. I have not, however, yet made any communication to the Egyptian Government on the subject, and it is with great regret that I have now to submit to your Lordship my opinion that the moment is singularly inopportune for commencing any negotiations on the subject.

It is very natural that the Board of Trade should regard this question solely from the point of view of the interests with which they are charged, and which they so ably defend. The question, however, has another aspect, which also merits very serious consideration. In the first place, the effect upon the general financial situation of Egypt has to be considered. In the second place, not only is Her Majesty's Government greatly interested in the stability and well-being of Egyptian finance, but also the very important political question must be considered of how far, and to what extent, the diplomatic pressure should be brought upon the Egyptian Government to insure the adoption of a measure to which, in Egyptian interests, they would certainly be opposed.

Further, as I shall presently show, it is extremely difficult to treat this question solely on its own merits, and without raising other issues which, although not directly connected with the point immediately under discussion, will certainly be raised by the Egyptian authorities if they are called upon to sacrifice a considerable portion of the revenue now derived from the light dues.

Your Lordship will remember that a Conference, which dealt with the Egyptian financial situation, assembled in London in the year 1884. Eventually a Budget was framed and sanctioned by the Powers, which just permitted the Egyptian Government to pay the interest on its debt, and to provide a sufficient sum for its administrative services. This Budget provided a net revenue for the Egyptian Government from the light dues of 60,000*l.* a-year. Apart, therefore, from the question of Treaty right, which is discussed in my despatch No. 13 of the 4th March, the Egyptian authorities contend, with some reason, that the Powers of their own accord gave them a revenue of 60,000*l.* a-year from the light dues, and that if they are now called upon to sacrifice any portion of that revenue, the Powers must point out to them how they can make good the deficit which would thus be incurred.

I may mention that, according to the Estimates of 1889, the net revenue derived from the light dues will be 65,000*l.*, being 5,000*l.* in excess of the figure of the London Convention. On the other hand, in respect to several items which figure on the Budget, it is now clear that the Estimates of the London Convention were too optimistic.

Further, from the point of view of Egyptian finance, the moment is singularly inopportune for raising a question of this sort. Your Lordship is aware that the low Nile and the recent increase of military expenditure has caused much embarrassment, and that, even as matters now stand, it is not certain whether a deficit during the current year will be avoided.

I have already stated that it is extremely difficult to treat this question solely on its own merits. I proceed to explain somewhat further my reasons for making this statement.

The Egyptian authorities would naturally consider that they are asked to forego a considerable revenue for the sake of European, and principally English, commercial interests. They will then point out that there are several other points in respect to which their claims have not as yet received adequate consideration.

The first of these is the payment of the Zeyla tribute, in respect to which I beg to refer your Lordship to my despatch No. 336 of the 30th October, 1888. There can, I think, be little doubt that, in respect to this point, the Egyptian Government has a very solid grievance. The expenditure on account of the tribute, amounting to about 14,000*l.* a-year, was excluded by the Powers from the Budget of the London Convention. The Ottoman flag has been hauled down at Zeyla. The surplus revenues are paid into the Indian Treasury. For some while past, the Egyptian Government has had nothing whatever to do with the occupation or administration of this port and of the neighbouring country. Yet they continue to pay the tribute.

In the second place, the Egyptian Government consider that they have a fair claim to be relieved of part of the Suakin charges. On this subject, I beg to refer your Lordship to the inclosures in my despatch No. 33 of the 15th January. The case of the Egyptian Government in respect to Suakin is not, in my opinion, so strong as that in respect to Zeyla. Still, under all the circumstances of the case, they have, I venture to think, a fair claim for consideration.

In the third place, as your Lordship is aware, frequent complaints have been made here as to the charges for the Army of Occupation, which are deemed excessive. On this point I beg to refer your Lordship to my despatch No. 150 of the 16th instant, in which I proposed that a Commission should be appointed to examine this question.

Lastly, it has been frequently pointed out to me that Egypt has gained little or nothing by the construction of the Suez Canal, whilst the shares acquired by Her Majesty's Government some few years ago have enormously increased in value. Under all the circumstances of the case, it is alleged that a lower rate of interest than 5 per cent. might equitably be charged on account of the shares now held by Her Majesty's Government. I do not say that I concur in this argument, for if the Egyptian Government do not benefit by the Suez Canal, it is mainly their own fault for having voluntarily parted with their interest in the concern. I merely state the argument, in order to show the views which prevail here on this subject.

If I could treat the question of the reduction of the light dues simultaneously with the other questions to which I have alluded above—notably the Zeyla tribute and the Suakin expenditure—there might be some better prospect of arriving at a satisfactory solution. When I wrote my despatch of the 4th March to your Lordship, I had some hopes that this combination would be possible. But if, as I now fear, it is not for the present possible to settle the Zeyla and Suakin questions in a sense satisfactory to Egypt, I venture to submit to your Lordship that it would not be desirable for me to commence negotiations with a view to insuring the reduction of the light dues. I could

not arrive at any satisfactory solution without using stronger pressure than would, from a political point of view, be desirable, or than the circumstances of the case would appear to justify.

I trust, therefore, that your Lordship will allow the consideration of this question to be postponed for the present.

I have, &c.
(Signed) E. BARING.

No. 103.

The Marquis of Salisbury to Sir E. Baring.

(No. 10. Commercial.)

Sir,

Foreign Office, April 26, 1889.

I HAVE had under my consideration your despatches Nos. 13 and 15, Commercial, of the 4th and 25th ultimo, relative to the questions of the Egyptian light dues and lights in the Red Sea.

The objects which Her Majesty's Government have had in view in seeking to obtain a reduction of the charges on shipping in the payment of Egyptian light dues are twofold, namely, to relieve trade from an undue impost, and to remove obstacles (presented by the present rates of these dues) to procuring the additional lights required for the safety of navigation in the Red Sea. While shipping in the Red Sea is subjected to imposts so greatly in excess of the requirements of the service, it cannot be additionally burdened for the cost of those lights.

Her Majesty's Government, as you are well aware, have given, in dealing with this subject of Egyptian light dues, very full weight to considerations affecting the Egyptian Exchequer. In view, however, of all the circumstances of the case, Her Majesty's Government are of opinion that a reduction of these dues to a material extent at the date when the proposed new Customs Tariff comes into operation may properly be made a condition of the signature of the Commercial Convention now in negotiation. I am willing to leave the actual amount to be named to your discretion, but I am disposed to think that it should be not less than 40,000*l.* The Conference in London in 1884, it is true, submitted a revenue to the Egyptian Exchequer of 60,000*l.* from this source. The receipts from payments of dues have since exceeded this sum; and in consideration of the increased revenue now expected from customs dues, and of the fresh charges which will fall upon navigation by the construction of new lights in the Red Sea, it may fairly be asked that when the Powers shall have agreed to the new Customs Tariff coming into operation, which will involve additional charges upon their trade and a corresponding increase of Egyptian revenues, their shipping shall be relieved to a material extent from its present burdens, so much beyond the actual cost of the maintenance of the Egyptian Lighthouse Service.

Considering, however, that the necessary negotiations with the Imperial Ottoman Government with respect to certain of those additional rights may occupy a considerable period of time, it would probably be desirable that the full existing dues should continue to be charged to shipping until the new lights, including that on Guardafui or its neighbourhood, are actually in working order, and that the surplus over the reduced amount levied in respect of the Egyptian lights in the Red Sea should be set aside, and be held in a suspense account in order to provide for the payment of the proposed new works in such manner as may be hereafter arranged.

I am, &c.
(Signed) SALISBURY.

No. 104.

*Extract from No. 12, Commercial, Confidential, to Sir E. Baring, of April 26, 1889.
(Commercial Convention Correspondence.)*

It must likewise be agreed by the Egyptian Government that when the new Tariff comes into force the Egyptian light dues shall be reduced to a material extent, the exact amount to be named being left to your discretion.

No. 105.

The Marquis of Salisbury to Rustem Pasha.

M. l'Ambassadeur,

Foreign Office, April 27, 1889.

WITH reference to my note of the 26th March, 1888, I have now the honour to inform your Excellency that the answers of the Maritime Powers to the inquiries which Her Majesty's Government addressed to them with respect to the proposed new lights in the Red Sea have been received. The Powers object to their vessels being taxed at a rate in excess of the payments required for a system of lighting which is necessary for the purposes of navigation through the Red Sea. In other words, they object to a scale of dues calculated to defray the expenses of a large scheme of lighting which will not benefit their vessels. The lights unanimously recognized to be needed are those which it is proposed to construct at Mocha Shoal, Abou Ail, Zebair, and Jebel Tier. For those the Powers are willing to pay, but they are not willing that the trade of their country which passes through the Red Sea, without trading at a Turkish port, should be taxed, except to such an extent as may be necessary to defray the cost of the erection and maintenance of lights required for the safety of this navigation. If M. Collas will now submit a scheme for the construction of these lights, apart from the general scheme which he has put forward, together with a tariff of dues to defray the expenses of their erection and maintenance, Her Majesty's Government are ready to communicate it to the Powers. The details as to the precise localities where these lights shall be placed can be better settled when M. Collas' new scheme and estimates are received. Should he, however, decline to entertain the present proposal, it must be remembered that the Powers cannot consent to an indefinite postponement of the construction of lights which are necessary for the safe navigation of the Red Sea; and in this event they must seek to obtain by other means the construction of lights sufficient for this purpose, either by arrangements for their construction under the authority of the Porte apart from M. Collas' Concession, reserving for consideration any claims which he may possibly possess under his Concession, or else by the construction of these lights in situations which are not under the direct administration of the Porte.

I have the honour to request that your Excellency will be so good as to make known to the Porte and to M. Collas the present communication, which embodies the views of the Maritime Powers.

I have, &c.
(Signed) SALISBURY.

No. 106.

Circular addressed to Her Majesty's Representatives abroad.

(Commercial.)

My Lord,

Sir,

Foreign Office, May 3, 1889.

I TRANSMIT to you herewith copies of a note which I have addressed to the Turkish Ambassador at this Court, in which I have made known to his Excellency the tenour of the replies of the Powers to the communications made to them by Her Majesty's Representatives in conformity with the instruction contained in my Circular despatch of the 29th February, 1888.

I have to request that you will forward a copy of this note to the Minister for Foreign Affairs, and say that Her Majesty's Government think it might be convenient, in the further consideration of this matter, if the Powers agreed that the text of their replies should now be circulated among the Powers interested in this question.

I am, &c.
(Signed) SALISBURY.

Inclosure in No. 106.

The Marquis of Salisbury to Rustem Pasha, April 27, 1889.

[See No. 105.]

No. 107.

The Marquis of Salisbury to Sir E. Baring.

(No. 14.)

Sir,

Foreign Office, May 3, 1889.

WITH reference to my despatch No. 10, Commercial, of the 26th ultimo, I transmit herewith, for your information, a copy of a Circular despatch, and the inclosure thereto, which I have addressed to Her Majesty's Representatives in European countries on the subject of the lighting of the Red Sea.*

I am, &c.
(Signed) SALISBURY.

No. 108.

Rustem Pasha to the Marquis of Salisbury.—(Received May 3.)

M. le Marquis,

Londres, le 2 Mai, 1889.

J'AI l'honneur d'accuser réception de la note de votre Seigneurie du 27 Avril dernier, relative aux phares de la Mer Rouge, et d'informer en même temps votre Seigneurie que je vais m'empresse d'en porter le contenu à la connaissance de mon Gouvernement.

J'ai, &c.
(Signé) RUSTEM.

No. 109.

The Marquis of Salisbury to Sir W. White.

(No. 38. Commercial.)

Sir,

Foreign Office, May 6, 1889.

I TRANSMIT herewith, for your Excellency's information, a copy of a Circular and its inclosure, which I have addressed to Her Majesty's Representatives in European countries on the subject of the lighting of the Red Sea, together with a note from Rustem Pasha.†

I am, &c.
(Signed) SALISBURY.

No. 110.

The Marquis of Salisbury to Sir E. Baring.

(No. 19.)

Sir,

Foreign Office, May 17, 1889.

I TRANSMIT herewith a copy of a letter from the Board of Trade respecting the finances of the Egyptian Lighthouse Administration, and I have to request you to be good enough to endeavour to obtain and send home any Reports which may have been issued by the Administration for the years 1887 and 1888, together with any remarks you may have to offer as to the extinction of the debt referred to by the Board of Trade.

I am, &c.
(Signed) SALISBURY.

* No. 106.

† Nos. 106 and 108.

Inclosure in No. 110.

Board of Trade to Foreign Office.

Sir,

Board of Trade, May 15, 1889.

WITH reference to previous correspondence on the subject of the Egyptian Lighthouse Administration, I am directed by the Board of Trade to request that you will state to the Marquis of Salisbury that they have received a communication from the Secretary of State for India, inquiring whether the debt on the Egyptian Red Sea Lighthouse Accounts has been extinguished, and will move his Lordship to be good enough to cause them to be favoured with information upon this point, and also with the Reports of the Egyptian Lighthouse and Outport Administration for the years 1887 and 1888.

The last Report received appears to be that for 1886, which accompanied your letter of the 21st April, 1887.

I have, &c.
(Signed) C. CECIL TREVOR.

No. 111.

Sir E. Baring to the Marquis of Salisbury.—(Received June 14.)

(No. 23. Commercial.)

My Lord,

Cairo, June 7, 1889.

IN reply to your Lordship's despatch No. 19, Commercial, of the 17th ultimo, I have the honour to transmit herewith two copies of the Reports of the Egyptian Lighthouse Administration for the years 1887 and 1888. I have further the honour to inclose a Statement, showing the position of the accounts between the Lighthouse Administration and the Egyptian Government at the end of 1888, a Memorandum on the subject drawn up by Mr. Palmer in 1885, and a note which Blum Pasha has recently prepared at my request.*

It will be seen from the inclosed Statement, that if the original cost of constructing the lighthouses be taken at £ E. 165,000, the debt has now been rather more than extinguished. On the other hand, Blum Pasha points out that the original cost amounted in reality to more than double this sum, and he estimates that if this be taken into account, and if the average interest which the Government has had to pay during these years be taken at 15 per cent., the debt would at the present moment amount to £ E. 3,000,000.

The figure at 10 per cent. at which the interest is taken is, of course, very much too high for the last few years, but in the earlier portion of the period in question the Egyptian Government often had to borrow money at the rate of 30 per cent., and I think that the estimate of an average rate of 10 per cent. is the reverse of excessive.

Lastly, I venture to point out, as I have already done on previous occasions, that the receipts from the Lighthouse Administration are constituted a part of the revenues of the Egyptian Government by the Budget of the London Convention of 1885, to which all the Powers, including Her Majesty's Government, gave their assent.

I have, &c.
(Signed) E. BARING.

No. 112.

Mr. Egerton to the Marquis of Salisbury.—(Received June 17.)

(No. 138. Commercial.)

My Lord,

Paris, June 15, 1889.

WITH reference to your Lordship's Circular despatch of the 3rd ultimo, I have the honour to transmit herewith a copy of the note which I have received from the French Minister for Foreign Affairs, in reply to the communication of your Lordship's note of the 27th April to Rustem Pasha, on the subject of the Red Sea lights, which was made to his Excellency by Lord Lytton, in obedience to your Lordship's instructions.

Nos. .

In view of the terms of M. Goblet's note of the 9th November last (copy of which was inclosed in my despatch No. 379, Commercial, of the following day), M. Spuller expresses surprise at some of the declarations made by your Lordship to the Turkish Ambassador in the name of the Maritime Powers.

In reply to a previous communication from Her Majesty's Government, M. Goblet stated that the competent Departments of the French Government were not yet in a position to make a thorough examination of the questions which might arise from the proposed scheme and tariff, which, moreover, had not yet been communicated to them by the Ottoman Government.

He declared, further, that, in the opinion of the Government of the Republic, the number and position of the lights which were to be established on the Turkish coasts of the Red Sea, and to the maintenance of which the Powers would contribute, could only be satisfactorily settled by an International Technical Commission.

Her Majesty's Government, however, took a different view of the expediency of such a Commission at the present moment, but they caused the French Government to be informed that further proposals on the part of Her Majesty's Government would subsequently be made.

The note of the 27th April, 1889, however, so far from mentioning the views of the French Government, contains, on the contrary, declarations made in some sort in the name of the Maritime Powers without the French Government having been invited to examine the effect of those declarations.

In this position of affairs, M. Spuller begs me to direct the special attention of Her Majesty's Government to the terms of M. Goblet's above-mentioned communication of the 9th November, 1888,* and his Excellency concludes his note by making reservations in regard to the interpretation given, in the communication made to the Ottoman Government, to the actual views of the Government of the Republic upon this question.

I have, &c.
(Signed) EDWIN H. EGERTON.

Inclosure in No. 112.

M. Spuller to Mr. Egerton.

M. le Ministre,

SOUS la date du 4 Mai dernier, son Excellence M. le Comte de Lytton a bien voulu me transmettre, au nom du Gouvernement de Sa Majesté Britannique, le texte d'une note que le Principal Secrétaire d'État a adressée, le 27 Avril, à M. l'Ambassadeur de Turquie à Londres, relativement au projet d'éclairage de la Mer Rouge.

Dans cette note, Lord Salisbury expose que les feux dont l'établissement est unanimement reconnu nécessaire sont ceux que l'on propose de construire à Moka, à Abu Ail, à Zebair, et à Djebel Tier, et que les Puissances sont disposées à subvenir à leur création. Il indique, d'autre part, que si, en dehors de son plan général d'éclairage, M. Collas veut présenter actuellement un projet contenant les seuls phares qui seraient nécessaires à la sûreté de la navigation dans la Mer Rouge, ainsi que le devis des dépenses de construction et d'entretien, le Gouvernement Anglais est prêt à le communiquer aux Puissances; si toutefois, ajoute-t-il, M. Collas décline cette proposition, il y a lieu de rappeler que les Puissances ne peuvent consentir à un ajournement indéfini de la construction des phares nécessaires à la navigation dans la Mer Rouge, et dans cette éventualité, elles doivent chercher à obtenir par d'autres voies les feux réclamés à cet effet.

Le Principal Secrétaire d'État de Sa Majesté Britannique a prié, en terminant, Rustem Pacha de donner connaissance de cette communication au Gouvernement Turc et déclare qu'elle résume les vues des Puissances Maritimes.

En présence des termes dans lesquels était conçue la lettre que mon prédécesseur a eu l'honneur de vous écrire, le 9 Novembre dernier, au sujet de cette affaire, le Gouvernement de la République a pris connaissance, avec une certaine surprise, de quelques-unes des déclarations faites à l'Ambassadeur de Turquie par Lord Salisbury, au nom des Puissances Maritimes.

En effet, le Gouvernement Britannique avait bien voulu faire part le 23 Mars, 1888, au Gouvernement de la République, des objections que soulevaient de sa part les propositions de la Turquie relatives à la mise à exécution de la Concession accordée à MM. Michel et Collas pour l'éclairage de la Mer Rouge. Le Cabinet de Londres

• Inclosure in No. 97.

exprimait, en même temps, le désir de connaître l'opinion du Gouvernement Français au sujet de ces propositions et de savoir notamment quels seraient les feux dont le commerce maritime Français réclamerait l'installation et quelles taxes nous consentirions à laisser imposer à la navigation Française de transit par le Canal de Suez pour l'établissement et l'entretien de ces phares.

Dans sa réponse en date du 9 Novembre M. Goblet vous a informé que les Administrations compétentes consultées relativement à cette affaire, n'avaient pas été en mesure de procéder encore à une étude approfondie des diverses questions que pourraient soulever le projet d'éclairage et le tarif que le Gouvernement Ottoman n'avait pas, du reste, communiqué jusqu'ici au Gouvernement Français.

Mon prédécesseur a fait ressortir, d'ailleurs, que dans la pensée du Gouvernement de la République, le nombre et la position des phares, qui devraient être établis sur les côtes Ottomanes de la Mer Rouge dans l'intérêt de la sûreté de la navigation, et à l'entretien desquels les Puissances contribueraient ne pourraient être arrêtés, d'une manière satisfaisante, que par une Commission Internationale composée de Délégués Techniques des Puissances Maritimes.

Il résulte de la communication que son Excellence Lord Lytton adressa, le 25 Novembre, à M. Goblet, qu'une certaine divergence de vues existait entre les Gouvernements Français et Britannique quant à l'opportunité actuelle de la réunion de cette Commission; mais Lord Lytton indiquait en même temps que le Gouvernement de la Reine comptait saisir ultérieurement les Gouvernements intéressés d'autres propositions en vue de la solution de cette affaire.

La note du 27 Avril, 1889, loin de mentionner la manière de voir du Gouvernement de la République, contient, au contraire, des déclarations faites, en quelque sorte, au nom des Puissances Maritimes, sans que le Gouvernement Français ait été appelé à examiner la portée de ces déclarations. Dans cette situation je ne puis, M. le Ministre, que vous prier de signaler à l'attention particulière du Gouvernement de la Reine les termes de la communication précitée de mon prédécesseur en date du 9 Novembre, 1888, et je crois devoir faire des réserves quant à l'interprétation qui a été donnée des vues actuelles du Gouvernement de la République sur cette question dans la communication remise au Gouvernement Ottoman.

Agréer, &c.
(Signé) E. SPULLER.

No. 113.

The Marquis of Salisbury to Mr. Egerton.

(No. 69. Commercial.)

Sir,

Foreign Office, June 19, 1889.

I HAVE received your despatch No. 138, Commercial, of the 15th instant, inclosing the reply of the French Government to the communication made to them of a copy of my note to Rustem Pasha of the 27th April on the subject of the Red Sea lights, in which M. Spuller takes exception to the statements made in my note to Rustem Pasha of the 27th April as to the views of all the Maritime Powers, and calls attention to M. Goblet's note of the 9th November last.

In that note his Excellency stated that the competent Departments of the French Government which had been consulted on the subject were not yet in a position to make a thorough examination of the different questions which might arise from the proposed scheme and tariff, which, however, had not been communicated to them by the Ottoman Government, and his Excellency expressed the opinion of the French Government, that the question of the number and position of the lights which should be established on the Turkish coasts of the Red Sea, and to the maintenance of which the international transit trade through the Red Sea would have to contribute, could only be satisfactorily settled by an International Technical Commission.

I have to request you to express to the French Government the great regret of Her Majesty's Government if they have gone beyond the wishes of the former in the communication made to the Turkish Ambassador, and that Rustem Pasha has now been informed of the views of the French Government, as stated in M. Goblet's note of the 9th November.

You will state that Her Majesty's Government will be glad if the French Government will consider the actual requirements of the case, and that if the latter Government are not satisfied that the requirements of trade would be adequately met by

additional lights on the sites indicated by Her Majesty's Government, and concurred in by the Governments of the other Maritime Powers named in the accompanying Memorandum,* Her Majesty's Government will have no objection to refer the matter to a Technical Commission, as proposed by the Government of the Republic.

It seemed, however, to Her Majesty's Government, to be premature to do so until the Porte had agreed in principle to the proposal, that the Eastern transit trade should only be taxed for the lights useful to it, while it will now be seen that they are generally in accord with Her Majesty's Government in their opinion of the sites on which additional lights are required.

Her Majesty's Government hope that the Departments of the French Government concerned will not differ from those of Her Majesty's Government in regard to the choice of such sites, but that if they should do so in some particulars, Her Majesty's Government may be able to concur in their views; in which case it might be practicable to obtain the concurrence of the other Powers interested, without incurring the delay of an inquiry by a Commission.

I am, &c.
(Signed) SALISBURY.

P.S.—I inclose, for your own information, copy of a Report from the Board of Trade, stating their views respecting this question.*

S.

Annex.

All the Governments named concur in principle that light dues should only be levied in respect of lights necessary for the through navigation of steamers.

The following leave the selection of sites to the Maritime Powers chiefly interested:—

Belgium.
Denmark.
Japan.
Portugal.
Roumania.
Sweden-Norway.

Greece abstains from giving an opinion because it is little interested, and because the dues stipulated for in the Convention of 1881 are exorbitant.

The following concur in the sites deemed necessary by Her Majesty's Government:—

Austria-Hungary.
Germany.
Netherlands (which desires also to be informed of the opinion of the French Government).
Russia.
Spain.
United States of America.

Italy thinks that in addition lights are required on Wassaligat (Vassaliat) and Seil Makawar (Mikva).

The United States, concurring in the proposals, desire that the light dues should cease at an early date.

No. 114.

The Marquis of Salisbury to Rustem Pasha.

M. l'Ambassadeur,

Foreign Office, June 19, 1889.

IN the note which I had the honour to address to your Excellency on the 27th April, I stated that the Maritime Powers unanimously recognized four additional lights

* Not printed.

on the sites named as being sufficient for the requirements of the navigation through the Red Sea.

I now beg leave to inform your Excellency, in pursuance of a recent communication from the French Government that requires some qualification, as the French Government, though agreeing with Her Majesty's Government in the principle that the contribution of international commerce by the Red Sea route ought to be confined to the establishment of the lights necessary for the safety of the course generally followed by steam-ships, have not pronounced definitively upon the particular lights so required.

Nevertheless, Her Majesty's Government hope that the Ottoman Government is favourably considering the objections to the larger scheme of the Collas Concession, and will entertain the proposals made in the note referred to.

I have, &c.
(Signed) SALISBURY.

No. 115.

Sir E. Baring to the Marquis of Salisbury.—(Received June 24.)

(No. 25. Commercial. Confidential.)
(Extract.)

Cairo, June 10, 1889.

THE main fact of the situation in respect to the light dues is that in 1885 an Egyptian Budget was framed and sanctioned by the Powers, which gave a net revenue of some 60,000l. a-year to the Egyptian Treasury from light dues. I have constantly pointed this out before, and I have never heard anything which can at all invalidate the Egyptian case on this point. In dealing with the matter on the spot, the argument is one which it is quite impossible for me to ignore. Neither does the mere reiteration of opposition to the principle go far to help me in discussing the subject. Of course, if Her Majesty's Government choose to insist, I can obtain the acceptance of this, or, in fact, of any other measure which Her Majesty's Government may think fit to recommend to the notice of the Egyptian Government. But I am discussing this question on the supposition that Her Majesty's Government are not prepared in connection with this subject to make any radical change in their Egyptian policy, and that I am merely to use such an amount of argument and persuasion as falls within the sphere of ordinary diplomatic action.

The only practical way of settling the matter is to deal with it simultaneously with the Commercial Convention.

I should, however, at once say that it will be quite impossible for me to obtain the full application of the principle, that the lighthouses should be self-supporting and nothing more. Neither do I think it at all probable that I shall be able to obtain a reduction to the extent of 40,000l. a-year. I shall be well satisfied if I obtain a reduction of 30,000l. a-year, which is the figure mentioned in my telegram of the 26th April. I understand from the correspondence inclosed in your Lordship's despatch No. 1 of the 2nd January that this is the amount required for the construction of the new lighthouses.

No. 116.

Rustem Pasha to the Marquis of Salisbury.—(Received June 25.)

M. le Marquis,

Londres, le 25 Juin, 1889.

J'AI l'honneur d'accuser réception de la note de votre Seigneurie du 19 Juin courant, qui a pour objet de m'informer que le Gouvernement Français ne s'est pas encore prononcé sur l'emplacement définitif des quatre phares que les Puissances Maritimes jugeraient utile d'établir dans la Mer Rouge, suivant la proposition contenue dans la note de votre Seigneurie du 29 Avril dernier.

Je ne manquerai pas de porter cette nouvelle communication de votre Seigneurie à la connaissance du Gouvernement Impérial.

J'ai, &c.
(Signé) RUSTEM.

No. 117.

*The Marquis of Salisbury to Sir W. White.**

(No. 72. Commercial.)

Sir,

Foreign Office, August 2, 1889.

I TRANSMIT herewith, for your information, further correspondence, in print, relative to the questions of Red Sea lights and of the Egyptian light dues.†

I am, &c.

(Signed) SALISBURY.

No. 118.

Sir E. Baring to the Marquis of Salisbury.—(Received November 11.)

(No. 31. Commercial.)

My Lord,

Cairo, November 2, 1889.

I HAVE the honour to inclose herewith the Commercial Convention, signed by the Minister for Foreign Affairs of the Government of the Khedive and myself on the 29th October last.‡

Your Lordship will see from the inclosed copy of Zulfikar Pasha's note, that the Egyptian Government consent to a reduction of £ E. 40,000 in the light dues as soon as the new Tariff is applied to all the other Powers.

I have, &c.

(Signed) E. BARING.

Inclosure in No. 118.

Zoulfikar Pasha to Sir E. Baring.

M. le Ministre,

Le Caire, le 29 Octobre, 1889.

EN vous remettant un des deux exemplaires de la Convention Commerciale que j'ai eu l'honneur de signer avec vous, en date de ce jour, je m'empresse de vous déclarer que le Gouvernement de Son Altesse consent à réduire de £ E. 40,000 les droits des phares, dès que le tarif prévu par la dite Convention sera appliqué à toutes les Puissances.

Veuillez, &c.

(Signé) ZOULFIKAR.

No. 119.

Rustem Pasha to the Marquis of Salisbury.—(Received April 19.)

M. le Marquis,

Londres, le 18 Avril, 1890.

EN me référant à la correspondance précédemment échangée entre l'Ambassade Impériale et le Foreign Office relativement aux phares de la Mer Rouge, je suis chargé par la Sublime Porte d'informer votre Seigneurie que, pour répondre aux besoins de la navigation dans cette mer, et satisfaire au désir manifesté par quelques-unes des Puissances Maritimes, le Gouvernement Impérial a pris la décision de construire quatre phares à grande portée, qui seraient situés à Moka, Abou-Ail, Zebayr, et Djebell-Turr.

Ces quatre localités sont celles où l'établissement de phares serait le plus nécessaire pour les besoins de la navigation dans la Mer Rouge, ainsi que le reconnaissait le Gouvernement de Sa Majesté Britannique dans la note que votre Seigneurie m'a fait l'honneur de m'adresser en date du 27 Avril de l'année dernière.

Le tarif des droits à percevoir pour ces quatre feux sur le tonnage net des navires serait de 46 paras Ottomans par tonneau de registre, avec réduction de moitié pour le tonnage excédant 800 tonneaux.

* Also to Mr. Clarke (No. 26, Commercial).

† No.

‡ See "Commercial No. (1890)."

En outre, afin de donner à la navigation la sécurité dont elle a besoin sur les côtes de l'Empire depuis Eloudja (Sheun Wegh) jusqu'à Moka, il a paru utile au Gouvernement Impérial d'éclairer les points suivants :—

	Milles.
Eloudja (Sheun Wegh), feu fixe ..	10
Yambo, deux feux superposés ..	10
Djeddah, " " ..	10
Comfidah, un feu de port ..	10
Ile Camarin, un feu de port ..	10
Hodeida, deux feux superposés ..	10
Moka, " " ..	10

Les droits à payer pour ces sept autres feux seraient égaux à ceux qui sont perçus dans la Méditerranée, c'est-à-dire, 10 paras à l'entrée et 10 paras à la sortie par tonneau de jauge.

L'établissement de tous ces phares par MM. Collas et Michel, qui en auraient la Concession pour une période de quarante années, est subordonné à l'adoption préalable du tarif des droits à acquitter, à savoir :—

1. Pour les navires franchissant le Déroit de Suez ou le Déroit d'Aden, soit pour traverser directement la Mer Rouge, soit pour se rendre dans un des ports de cette mer, 46 paras Ottomans (1 piastre et 6 paras) par tonneau de jauge jusqu'à 800 tonneaux, et 23 paras par tonneau au-dessous de 800 tonneaux.

Ces droits, dus à l'entrée et à la sortie de chacun des Déroits de Suez et d'Aden, quelle que soit la destination du navire, pourront être payés en monnaie Ottomane ou tout autre monnaie ayant cours, en prenant pour contre-valeur en livres Turques la livre Égyptienne à 26 fr., et la livre sterling à 25 fr.

2. Pour les navires visitant les ports du littoral du Hedjaz et du Yémen, 10 paras Ottomans par tonneau de jauge jusqu'à 800 tonneaux, et 5 paras par tonneau au-dessus de 800 tonneaux. Ces droits seront dus à l'entrée et à la sortie du port où mouillera le navire.

Je suis chargé par mon Gouvernement de recommander à l'obligeante attention du Gouvernement de Sa Majesté Britannique le projet en question, et de lui demander de vouloir bien donner son adhésion au Tarif des droits à acquitter. En vue de faciliter au Gouvernement de Sa Majesté Britannique l'examen du projet, j'ai l'honneur de remettre ci-joint à votre Seigneurie un Mémoire renfermant quelques considérations sur l'utilité des phares dont la construction est projetée, et les avantages qui en résulteraient aussi bien pour les navires qui traversent la Mer Rouge que pour ceux qui auraient à faire escale dans les ports du littoral de l'Arabie.

J'ai, &c.

(Signé) RUSTEM.

Inclosure in No. 119.

Memorandum.

LES Puissances Maritimes ne peuvent faire qu'un accueil très favorable au tarif si réduit proposé pour les quatre feux à établir à Moka, Abou Ail, Zebayr, et Djebell-Turr, attendu que l'éclairage nouveau entraînera des dépenses considérables de construction, d'approvisionnement, et d'entretien d'un bateau à vapeur pour l'exercice d'une surveillance incessante. Ces dépenses seront d'autant plus grandes qu'il sera nécessaire d'avoir sur place un double jeu d'appareils, pour parer aux avaries graves que pourrait occasionner un tremblement de terre toujours à craindre à cause de la nature volcanique des terrains des Iles de la Mer Rouge.

Les Puissances doivent envisager aussi qu'en raison de l'éloignement de tout centre de production et de population, les feux à créer nécessiteront un double personnel d'exploitation.

Elles opposeront d'autant moins de difficultés à l'adoption du tarif proposé que l'Administration des Phares Égyptiens exige, depuis 1870, 2 piastres Égyptiennes, pour sept feux de moyenne portée, dont un remonte à peine à 1888, alors que pour un éclairage de phares de premier ordre et tous scintillants ou tournants il n'est demandé qu'une seule piastre et 6 paras Ottomans.

Les grands navires allant de Suez dans l'Extrême-Orient et vice versa n'auront ainsi à payer qu'une pastre 6 paras seulement pour les quatre feux devant lesquels ils passeront et ces feux seront scintillants ou tournants et de très grande portée. Si les circonstances de

la navigation les y obligent, en cas de relâche forcée, ils pourront aussi et sans augmentation de droits, se servir de tous les feux de la côte.

Les caboteurs paieront 10 paras à l'entrée et 10 paras à la sortie de chaque port, soit 80 paras ou 2 piastres, s'ils visitent quatre ports; il y a lieu de remarquer que le tonnage de ces caboteurs n'excédant jamais 800 tonneaux, ils n'ont à attendre de ce chef aucune réduction. L'avantage est donc réservé aux bâtiments se livrant à la grande navigation; leurs armateurs ne peuvent, par conséquent, soulever aucune objection contre le tarif proposé.

Il importe aussi de faire remarquer que cinq nouveaux feux, dont trois de grande portée, seront incessamment allumés sur la ligne de Port-Saïd à Salonique; que la construction de ces feux a été entreprise à la requête des Puissances, et sur les réclamations réitérées des Compagnies de Navigation les plus importantes, qui n'auront à subir aucune augmentation de droits; qu'un sixième phare existe depuis quelques années; c'est celui de Gaodo, de 30 milles de portée, destiné à faciliter le passage de l'Afrique à la Crète aux navires allant dans l'Extrême-Orient ou en venant; que les quatre derniers enfin (Moka, Abou-Aïl, Zebayr, et Djebell Turr) seront de grande puissance, notamment, Moka et Djebell Turr, situés aux deux extrémités de la ligne, et dont le caractère tournant ou scintillant ne permettra aucun doute aux navigateurs.

Il existe encore une autre considération qu'il s'agira de mettre en très vive lumière, c'est celle des avantages pécuniaires qui, en dehors de la rapidité et de la sécurité de la navigation, résulteront de l'éclairage futur des phares de la Mer Rouge. Cet éclairage aura pour conséquence naturelle et immédiate la diminution des primes d'assurances, et les armateurs réaliseront de ce chef une économie notamment supérieure à la somme qu'ils auront à dépenser pour droits de phares.

Quant à l'éclairage des côtes du Hedjaz et du Yémen, qui sera, d'ailleurs, d'une utilité incontestable pour la grande navigation également en cas de relâche forcée, il pourra être obtenu moyennant l'application du tarif de la Méditerranée.

No. 120.

The Marquis of Salisbury to Rustem Pasha.

M. l'Ambassadeur,

Foreign Office, April 19, 1890.

I HAVE the honour to acknowledge the receipt of your Excellency's note of the 18th instant, communicating to me the reply of the Porte to the proposals of Her Majesty's Government respecting the completion of the lighting of the Ottoman waters of the Red Sea in connection with the Concession of MM. Michel and Collas, and I beg leave to inform you that the matter will receive immediate attention from the Department interested.

I have, &c.
(Signed) SALISBURY.

No. 121.

The Ottoman Minister at the Hague to M. Hartsen.—(Communicated to the Marquis of Salisbury by Baron Gevers, May 6.)

M. le Ministre,

La Haye, le 24 Avril, 1890.

POUR répondre aux besoins de la navigation dans la Mer Rouge et satisfaire au désir manifesté par quelques Puissances Maritimes le Gouvernement Impérial a décidé de construire quatre feux à grande portée à Moka, Abou-Aïl, Zebayr, et Djebell Turr.

Le tarif des droits à percevoir pour ces quatre feux sur le tonnage net des navires serait de 46 paras Ottomans par tonneau de registre, avec réduction de moitié pour le tonnage excédant 800 tonneaux.

Afin de donner en outre à la navigation la sécurité dont elle a besoin sur les côtes de l'Empire depuis Eloudja (Shenn Weg'h) jusqu'à Moka, il paraît utile à la Sublime Porte d'éclairer les points suivants:—

						Milles.
Eloudja (Shenn Weg'h), feu fixe	..	..	..	..	..	10
Yambo, deux feux superposés	..	..	..	..	..	10
Djeddah, ..	..	..	..	..	..	10
Confidah, un feu de port	..	..	..	..	..	10
Ile Camaran, un feu de port	..	..	..	..	..	10
Hodeïda, deux feux superposés	..	..	..	..	..	10
Moka, ..	..	..	..	..	..	10

Les droits à payer pour ces sept autres feux seraient égaux à ceux qui sont perçus dans la Méditerranée, c'est-à-dire, 10 paras à l'entrée et 10 paras à la sortie par tonneau de jauge.

L'établissement de tous ces phares par MM. Collas et Michel, qui en auraient la Concession pour une durée de quarante ans, étant subordonné à l'adoption préalable d'un tarif.

C'est en soumettant ce qui précède à votre haute appréciation, M. le Ministre, que je viens, d'ordre de mon Gouvernement, vous prier d'obtenir l'adhésion du Gouvernement Néerlandais au paiement des droits indiqués, à savoir:—

1. Pour les navires franchissant le Déroit de Suez ou le Déroit d'Aden, soit pour traverser directement la Mer Rouge, soit pour se rendre dans un des ports de cette mer, 46 paras Ottomans par tonneau de jauge jusqu'à 800 tonneaux, et 23 paras par tonneau au-dessus de 800 tonneaux. Ces droits, dus à l'entrée et à la sortie de chacun des détroits de Suez et d'Aden quelle que soit la destination du navire, pourront être payés en monnaie Ottomane ou toute autre ayant cours, en prenant pour contre-valeur du livre Turque, la livre Égyptienne à 26 fr., et la livre sterling à 25 fr., et

2. Pour les navires visitant les ports au littoral du Hedjaz et du Yémen, 10 paras Ottomans par tonneau de jauge jusqu'à 800 tonneaux, et 5 paras par tonneau au-dessus de 800 tonneaux.

Veillez, &c.
(Signé) Pr. KARADJA.

Inclosure in No. 121.

Note from the Netherland Government.

LES Puissances Maritimes ne peuvent faire qu'un accueil très favorable au tarif si réduit proposé pour les quatre feux à établir à Moka, Abou-Aïl, Zebayr, et Djebell Turr, attendu que l'éclairage nouveau entraînera des dépenses considérables de construction, d'approvisionnement et d'entretien d'un bateau à vapeur pour l'exercice d'une surveillance incessante. Ces dépenses seront d'autant plus grandes qu'il sera nécessaire d'avoir, sur place, un double jeu d'appareils, pour parer aux avaries graves que pourrait occasionner un tremblement de terre toujours à craindre à cause de la nature volcanique des terrains des îles de la Mer Rouge.

Les Puissances doivent envisager aussi qu'en raison de l'éloignement de tout centre de production et de population les feux à créer nécessiteront un double personnel d'exploitation.

Elles opposeront d'autant moins de difficultés à l'adoption du tarif proposé que l'Administration des Phares Égyptiens exige, depuis 1870, 2 piastres Égyptiennes, pour sept feux de moyenne portée, dont un remonte à peine à 1888, alors que pour un éclairage de phares de premier ordre et tous scintillants ou tournants il n'est demandé qu'une seule piastre et six paras Ottomans.

Les grands navires allant de Suez dans l'Extrême-Orient et vice versa n'auront ainsi à payer qu'une piastre [sic] seulement pour les quatre feux devant lesquels ils passeront et ces feux seront scintillants ou tournants et de très grande portée. Si les circonstances de la navigation les y obligent, en cas de relâche forcée, ils pourront aussi et sans augmentation de droits, se servir de tous les feux de la côte.

Les caboteurs paieront 10 paras à l'entrée et 10 paras à la sortie de chaque port, soit 80 paras ou 2 piastres, s'ils visitent quatre ports; il y a lieu de remarquer que le tonnage de ces caboteurs n'excédant jamais 800 tonneaux, ils n'ont à attendre de ce chef aucune réduction.

L'avantage est donc réservé aux bâtiments se livrant à la grande navigation; leurs armateurs ne peuvent, par conséquent, soulever aucune objection contre le tarif proposé.

Il importe aussi de faire remarquer que cinq nouveaux feux dont trois de grande portée seront incessamment allumés sur la ligne de Port-Saïd à Salonique; que la

construction de ces feux a été entreprise à la requête des Puissances et sur les réclamations réitérées des Compagnies de Navigation les plus importantes qui n'auront à subir aucune augmentation de droits; qu'un sixième phare existe depuis quelques années; c'est celui de Gardo, de 30 milles de portée, destiné à faciliter le passage de l'Afrique à la Crète aux navires allant dans l'Extrême-Orient ou en venant; que les quatre derniers enfin (Moka, Abou-Ail, Zebayr, et Djebell Turr) seront de grande puissance, notamment Moka et Djebell Turr situés aux deux extrémités de la ligne et dont le caractère tournant ou scintillant ne permettra aucun doute aux navigateurs.

Il existe encore une autre considération qu'il s'agira de mettre en très vive lumière, c'est celle des avantages pécuniaires qui, en dehors de la rapidité et de la sécurité de la navigation, résulteront de l'éclairage futur des phares de la Mer Rouge. Cet éclairage aura pour conséquence naturelle et immédiate la diminution des primes d'assurances et les armateurs réaliseront de ce chef une économie notablement supérieure à la somme qu'ils auront à dépenser pour droits de phares.

Quant à l'éclairage des côtes du Hedjaz et du Yémen, qui sera, d'ailleurs, d'une utilité incontestable pour la grande navigation également en cas de relâche forcée, il pourra être obtenu moyennant l'application du tarif de la Méditerranée.

No. 122.

Count Hatzfeldt to the Marquis of Salisbury.—(Received May 6.)

(Translation.)

My Lord,

German Embassy, May 1, 1890.

THE Turkish Government have the intention of introducing a reduction of the dues for the use of the lighthouses of Mocha, Abou Ail, Zebahr, and Djebel Turr, and express the hope that the tariff fixed in consequence of this measure will meet with the approval of the naval Powers concerned. Before taking any further steps in the matter, the Imperial Government would be glad to know the position which Her Britannic Majesty's Government intend to take up in this matter.

Assuming that Her Majesty's Government have received a similar communication from the Turkish Government, I have the honour to ask your Lordship to let me have a communication on the subject.

I take this opportunity to recall to the recollection of your Lordship the contents of a note from Count Leyden of the 3rd October, 1888, on the same subject.

I have, &c.

(Signed) v. HATZFELDT.

No. 123.

The Marquis of Salisbury to Rustem Pasha.

M. l'Ambassadeur,

Foreign Office, May 16, 1890.

WITH reference to my note of the 19th ultimo, I have now the honour to acquaint your Excellency with the views of Her Majesty's Government in regard to the erection of certain lights in the Red Sea which formed the subject of your note of the 18th ultimo.

Her Majesty's Government observe with much satisfaction that the Porte is willing to proceed with the construction of the four lighthouses which are generally conceded to be absolutely necessary for the safety of navigation, viz., those in the vicinity of Mocha, Abou Ail, Zebayer, and Jebel Tur, without reference to the other localities comprised in M. Collas' Concession. The separation of these four sites from the other and less important categories marks a distinct progress in the negotiations, and leads Her Majesty's Government to hope that the time is approaching when a settlement of the long-pending difficulties which have surrounded this question may be arrived at.

There are, however, certain subsidiary points to which Her Majesty's Government attach great importance, and which I have to request your Excellency to be good enough to bring to the notice of the Sublime Porte.

The last proposal is coupled with a condition that a Concession for the erection and maintenance of the four lights referred to shall be granted to Messrs. Collas and Michel for a period of forty years, and that the tariff proposed should be adopted for the whole

of that period. No provision is made for a reduction in the event of the revenue derived proving to be in excess of what is required, or in the event of the original outlay being paid off before the expiration of forty years.

Her Majesty's Government would, moreover, be very reluctant to assent to any arrangement which excludes the publication of periodical accounts, by means of which alone the equitability, or otherwise, of the dues levied can be gauged.

Before, therefore, they can notify their assent to the last proposal, or recommend it to the favourable consideration of other Powers concerned, they would wish to receive a definite assurance from the Porte that provision will be made for the revision, at intervals of three or five years, of the tariff, and that yearly accounts should be published for the information of the countries whose trade is taxed, as is already done by Egypt in connection with the lights in the northern part of the Red Sea, and by Great Britain in connection with lights in the Indian Ocean and on the south coast of Ceylon.

I have, &c.

(Signed) SALISBURY.

No. 124.

Memorandum communicated to the Marquis of Salisbury by Baron Wedel, May 20, 1890.

AU mois de Mars de l'année 1888 le Chargé d'Affaires de Sa Majesté Britannique à Stockholm communiquait au Ministre des Affaires Étrangères une Circulaire qu'il venait de recevoir de Lord Salisbury au sujet d'une Concession que le Gouvernement Ottoman se proposait de faire à MM. Collas et Michel pour l'érection de divers phares sur les côtes de la Mer Rouge. En même temps Mr. Napier, en faisant savoir que le Gouvernement de Sa Majesté Britannique ne croyait pas pouvoir accepter la proposition faite par le Gouvernement Ottoman, demandait l'avis du Gouvernement du Roi au sujet de la proposition en question. Au mois de Novembre de la même année le Ministre des Affaires Étrangères informait la Légation de Sa Majesté Britannique à Stockholm qu'aux yeux du Gouvernement du Roi l'opposition faite par le Gouvernement Britannique à la Concession projetée paraissait bien fondée, et que le Gouvernement du Roi, persuadé que ses intérêts étaient absolument identiques en cette manière avec ceux du Gouvernement Britannique, se ralliait entièrement aux vues exposées par Lord Salisbury.

D'après ce que Sir Francis Plunkett a bien voulu depuis faire savoir au Ministre des Affaires Étrangères, Lord Salisbury, par une note du 27 Avril de l'année dernière, faisait part à l'Ambassadeur de Turquie à Londres des objections qui avaient été faites à la Concession en question, et déclarait en même temps que les Puissances Maritimes regardaient nécessaire l'érection de quatre phares, à savoir: Mocha Shoal, Abou Ail, Zebair, et Jebel Tier; mais qu'elles ne pouvaient pas admettre que leurs navires fussent taxés pour l'érection et le maintien de phares d'autres que ceux nécessaires à la sécurité de la navigation.

Par une note en date du 26 Avril dernier le Ministre de Turquie à Stockholm a maintenant informé le Ministre des Affaires Étrangères que le Gouvernement Ottoman se propose de construire, en outre des quatre feux considérés nécessaires par les Puissances, sept feux sur sept autres points sur la côte depuis Eloudja jusqu'à Mocha. L'établissement de tous ces phares par MM. Collas et Michel, qui en auraient la Concession pour une durée de quarante années, étant cependant subordonné à l'adoption préalable d'un tarif pour les droits de phares à relever sur la navigation, le dit Ministre de Turquie a demandé en même temps l'adhésion du Gouvernement du Roi au paiement des droits suivants, à savoir: pour les navires franchissant le Détroit de Suez ou le Détroit d'Aden, soit pour traverser directement la Mer Rouge, soit pour se rendre dans un des ports de cette mer, 46 paras Ottomans par tonneau de jauge jusqu'à 800 tonneaux et 23 paras par tonneau au-dessus de 800 tonneaux, ainsi que pour les navires visitant les ports du Hedjaz et du Yémen 10 paras Ottomans par tonneau de jauge jusqu'à 800 tonneaux et 5 paras par tonneau au-dessus de 800 tonneaux.

Comme le Gouvernement du Roi s'est rallié à l'opposition faite par le Gouvernement de Sa Majesté Britannique à la Concession proposée en 1888 par le Gouvernement Ottoman, il désirerait, avant de répondre à la note du Ministre de Turquie, connaître l'opinion du Gouvernement Anglais au sujet de cette nouvelle proposition Turque, et à cet effet le Chargé d'Affaires de Suède et Norvège a reçu l'ordre de demander si, de la part du

Gouvernement de Sa Majesté Britannique, des objections seront faites à l'érection des phares en question et au tarif des droits de phares proposés par le Gouvernement Ottoman.

Londres, le 20 Mai, 1890.

No. 125.

Circular addressed to Her Majesty's Representatives abroad.

(Commercial.)

My Lord,

Sir,

Foreign Office, May 20, 1890.

WITH reference to my Circular despatch of the 3rd May, 1889, I transmit herewith copies of further correspondence, as marked in the margin,* respecting the erection of certain lights in the Red Sea.

You will be good enough to communicate a copy of each of these notes to the Government to which you are accredited.

I am, &c.
(Signed) SALISBURY.

No. 126.

Rustem Pasha to the Marquis of Salisbury.—(Received May 22.)

M. le Marquis,

Londres, le 21 Mai, 1890.

J'AI l'honneur d'accuser réception de la note de votre Seigneurie du 16 de ce mois, qui est destinée à me faire connaître les vues du Gouvernement de Sa Majesté Britannique en ce qui touche la dernière proposition du Gouvernement Impérial pour la construction de phares dans la Mer Rouge.

Je vais m'empresse de soumettre à mon Gouvernement les observations contenues dans cette note; et je me réserve, aussitôt que ses instructions me seront parvenues, de me mettre de nouveau en communication avec votre Seigneurie à ce sujet.

J'ai, &c.
(Signé) RUSTEM.

No. 127.

The Marquis of Salisbury to Count Hatzfeldt.

M. l'Ambassadeur,

Foreign Office, May 22, 1890.

WITH reference to your Excellency's inquiry of the 1st instant, I have the honour to transmit herewith the correspondence noted in the margin,* which will place your Excellency in possession of the present position of the question of the erection by Turkey of certain necessary lights in the southern extremity of the Red Sea.

I have, &c.
(Signed) SALISBURY.

No. 128.

The Marquis of Salisbury to Baron Wedel.

M. le Chargé d'Affaires,

Foreign Office, May 24, 1890.

WITH reference to your note of the 20th instant, I have the honour to inclose a copy of recent correspondence with the Turkish Ambassador at this Court,* which will place you in possession of the present position of the question of erecting four necessary lights in the southern extremity of the Red Sea.

* Nos. 119 and 123.

I may add that copies of this correspondence have already been sent to Her Majesty's Minister at Stockholm, with instructions to communicate them to the Governments of Sweden and Norway.

I have, &c.
(Signed) SALISBURY.

No. 129.

The Marquis of Salisbury to Count de Bylandt.

M. le Ministre,

Foreign Office, May 30, 1890.

WITH reference to an inquiry recently made at this Office, I transmit herewith, for your information, copies of recent correspondence, as marked in the margin,* respecting the erection of certain needed lights in the Red Sea.

Copies of this correspondence have also been forwarded to Her Majesty's Minister at the Hague for communication to the Netherlands Government.

I have, &c.
(Signed) SALISBURY.

No. 130.

The Marquis of Dufferin to the Marquis of Salisbury.—(Received June 2.)

(No. 76. Commercial.)

My Lord,

Rome, June 4, 1890.

I HAVE the honour to inform your Lordship that, in accordance with the instructions conveyed to me in your Lordship's Commercial Circular of the 20th ultimo on the subject of the erection of certain lights in the Red Sea, I communicated to Signor Crispi copies of the correspondence therein inclosed.

I have now the honour to inclose translation of his Excellency's reply, from which your Lordship will perceive that the Turkish Embassy at Rome had already addressed the Italian Foreign Office on the subject, and that Signor Crispi was on the point of inquiring your Lordship's views.

In acknowledging receipt of my communication, Signor Crispi has requested to be informed in due course of the nature of the Porte's reply to your Lordship's letter to the Turkish Ambassador of the 16th ultimo, and also to be acquainted with the final decision of Her Majesty's Government in the matter.

I have, &c.
(Signed) DUFFERIN AND AVA.

Inclosure in No. 130.

M. Damiani to the Marquis of Dufferin.

(Translation.)

M. l'Ambassadeur,

Ministry of Foreign Affairs, Rome, June 3, 1890.

I HAVE the honour to thank your Excellency for your courteous communication of the correspondence between the Marquis of Salisbury and the Turkish Ambassador in London respecting the erection of new lighthouses in the Red Sea which your Excellency was so good as to convey to me in your note of the 25th ultimo.

A note similar to that of Rustem Pasha had already been addressed to me by the Turkish Ambassador in Rome, requesting the consent of the Italian Government to the new tariff which the Porte is anxious to establish in return for the service of new lights, and I was already preparing to ask the British Government its opinion on the question when your Excellency's above-mentioned note furnished me with the required information.

It appears from the documents which your Excellency was so good as to communicate, that the British Government is disposed to approve the tariff in question on condition that it be revised every three or five years, and that accounts of the receipts be published annually.

* Nos. 119 and 123.

I should be very grateful if your Excellency would kindly inform me what reply is given by the Porte to Lord Salisbury, and of the final decision of Her Majesty's Government.

While thanking your Excellency in anticipation, I renew, &c.
(Signed)

DAMIANI.

No. 131.

Memorandum by Count Torielli.—(Received June 12, 1890.)

LE Cabinet de Londres a sans doute connaissance du projet du Gouvernement Ottoman d'établir quatre nouveaux phares visibles à grande distance: Moka, Abou-Ail, Zebayr, et Djebell Turr. Il aurait également décidé d'en établir quelques-uns d'ordre secondaire entre Eloudja (Shenn Weg'h) jusqu'à Moka.

Quant aux premiers quatre phares on aurait le droit de percevoir sur le tonnage net des navires traversant la Mer Rouge 46 paras Turcs pour chaque tonne. Ce droit serait réduit de la moitié pour les navires excédant 800 tonnes.

Quant aux phares à établir entre Eloudja et Moka, les droits à percevoir seraient les mêmes que ceux actuellement perçus dans la Méditerranée, à savoir, 10 paras pour chaque tonne à l'entrée, et 10 paras à la sortie.

Le projet dont il s'agit serait soumis à l'approbation préalable des Puissances au tarif suivant:—

1. Les navires passant par le Canal de Suez ou le Détroit d'Aden pour traverser directement la Mer Rouge ou pour mouiller dans l'un de ses ports, payeraient 46 paras Turcs par tonne, jusqu'à 800 tonnes. Les navires excédant le tonnage indiqué payeraient au lieu 23 paras par tonne. Ces droits seraient payés en monnaie Turque, ou en une autre monnaie quelconque ayant cours légal. La livre Turque serait évaluée à 26 fr., la livre sterling à 25 fr.

2. Les navires touchant les ports situés sur le littoral du Hedjaz et au Yémen payeraient 10 paras par tonne jusqu'à 800 tonnes. Les navires excédant ce tonnage payeraient 5 paras. Les taxes seraient payées à l'entrée du navire dans un port, et à sa sortie.

Le Gouvernement Italien, avant d'émettre son opinion au sujet du projet dont il s'agit, désire connaître l'avis du Gouvernement Anglais et l'accueil qu'il se propose de faire à la proposition du Gouvernement Ottoman.

No. 132.

Foreign Office to Count Torielli.

My dear Ambassador,

Foreign Office, June 12, 1890.

I INCLOSE a copy of the correspondence which has passed respecting lighthouses to the south of the Red Sea.* It has been already forwarded to Lord Dufferin for communication to the Italian Government.

Yours, &c.
(Signed) P. CURRIE.

No. 133.

The Marquis of Salisbury to the Marquis of Dufferin.

(No. 46. Commercial.)

My Lord,

Foreign Office, June 13, 1890.

IN reply to the note from the Italian Government, copy of which is inclosed in your Excellency's despatch No. 76, Commercial, of the 4th instant, I have to state that the reply of the Porte to my note of the 16th ultimo has not yet been received.

I am, &c.
(Signed) SALISBURY.

No. 134.

The Marquis of Salisbury to the Marquis of Dufferin.

(Commercial.)
(Telegraphic.)

Foreign Office, July 4, 1890, 3.20 P.M.

RED SEA lights.

Have Italian Government established Protectorate over whole Somali Coast, including Guardafui, and given the Congo notice?

No. 135.

The Marquis of Dufferin to the Marquis of Salisbury.—(Received July 6, 10.30 P.M.)

(Telegraphic.)

Rome, July 6, 1890.

YOUR telegram of 4th instant.

Italian Government state that they have established Protectorate over the whole Somali Coast, including Guardafui, and have given the requisite notice.

They have concluded an arrangement with the Sultan of the Mijjerteyns for the erection of a light at Guardafui.

No. 136.

Mr. Portal to the Marquis of Salisbury.—(Received July 15, 5 P.M.)

(No. 96.)

(Telegraphic.)

Cairo, July 15, 1890, 3.50 P.M.

YOUR telegram No. 74, Secret, of yesterday.

Riaz Pasha would be extremely unwilling to give 50,000*l.* out of conversion economies to lighthouses. He says it would cause the greatest discontent not to devote them to reduction of burdens of Egyptian people. But Lighthouse Administration has in itself an annual surplus of about 60,000*l.*, and Riaz Pasha promises at once to examine possibility of applying some of this to lighthouses, of finding other means of doing what your Lordship wants; but he will not hear of 50,000*l.*, but only of 40,000*l.*, as promised by Egyptian Government's note to Sir E. Baring of 29th October last.

See Sir E. Baring's No. 31, Commercial, of 2nd November.

In reply to your question about disposal of economies, Egyptian Government still adhere to programme set forth in Sir E. Baring's telegram No. 82 of 11th June, which was afterwards embodied in a note presented to French Minister for Foreign Affairs by the Egyptian Delegates. It would, of course, be better still if Egyptian Government could be given a free hand, and be allowed to devote part of the money generally to reduction of taxation, without pledging itself to particular items.

No. 137.

The Marquis of Salisbury to Rustem Pasha.

M. l'Ambassadeur,

Foreign Office, July 23, 1890.

I SHOULD be glad to receive, at your Excellency's early convenience, a reply to the note which I had the honour to address to you on the 16th May last respecting the erection of certain necessary lights in the southern extremity of the Red Sea.

I have, &c.
(Signed) SALISBURY.

Foreign Office to Count Tornielli.

My dear Ambassador,

Foreign Office, July 26, 1890.

WE have received intelligence from Rome that it is the intention of the Italian Government to place a light at Cape Guardafui. On this information being communicated to the Board of Trade, who are our technical experts on the subject of lights generally, and who at one time had under consideration a similar project, that Department expressed their willingness to place at the disposal of your Government the extensive information in their possession, which might be of assistance in the erection of the above-mentioned light. Sir Henry Calcraft, the Secretary of the Board, will receive with pleasure any gentleman who may be deputed by your Excellency to discuss the matter with him, should you be disposed to take advantage of the offer made by the Board.

Yours, &c.
(Signed) JAMES FERGUSSON.

Rustem Pasha to the Marquis of Salisbury.—(Received July 28.)

M. le Ministre,

Londres, le 26 Juillet, 1890.

J'AI l'honneur d'accuser réception de la lettre de votre Seigneurie du 23 Juillet courant, qui exprime le désir de recevoir aussitôt que possible la réponse du Gouvernement Impérial à une note précédente de votre Seigneurie portant la date du 16 Mai dernier, et relative à l'affaire des phares de la Mer Rouge.

Je me suis empressé de porter à la connaissance de mon Gouvernement le vœu manifesté par votre Seigneurie et de la prier de me mettre aussitôt que cela lui sera possible en mesure d'y répondre.

J'ai, &c.
(Signé) RUSTEM.

Sir E. Baring to Foreign Office.—(Received August 19.)

Corrour Lodge, Kinloch Rannoch, N.B.,

August 17, 1890.

My dear Sir James,

I SHOULD say that much the quickest and best way of getting the lights put up would be for the English Government to do the work, rather than to ask the Egyptian Government to do it. I understand that they all lie south of Ras Kasar, which is practically the southern limit of the Egyptian sphere of influence.

If the Porte or the Italians raise any difficulties, it will, I think, be easier to deal with them direct ourselves rather than through the Egyptians.

Very sincerely yours,
(Signed) EVELYN BARING.

Note Verbale communicated by German Embassy, September 4, 1890.

HAS there been any further correspondence between the British and the Turkish Government on the question of the erection by Turkey of certain necessary lights in the southern extremity of the Red Sea later than Lord Salisbury's note to Rustem Pasha of the 16th May, 1890; or has the position of the question otherwise changed since then?

September 4, 1890.

Foreign Office to Count Metternich.

Dear Count Metternich,

Foreign Office, September 5, 1890.

YOU left with me yesterday a *note verbale* inquiring whether there had been any further correspondence between the British and Turkish Governments on the question of the erection by Turkey of certain lights in the lower part of the Red Sea since the date of Lord Salisbury's note to Rustem Pasha of the 16th May last, or whether the position has otherwise changed since then.

I find that no answer has yet been received to that note. On the 23rd July, Lord Salisbury informed Rustem Pasha that he should be glad to receive an answer at his early convenience.

His Excellency replied that he had communicated Lord Salisbury's wish to the Ottoman Government, and the question remains in the same position.

I have, &c.
(Signed) T. H. SANDERSON.

The Marquis of Salisbury to Count Tornielli.

M. l'Ambassadeur,

Foreign Office, October 15, 1890.

WITH reference to your inquiries at this Office on the 3rd instant, I have the honour to acquaint you that all the information in the possession of the Board of Trade with regard to the proposed light at Cape Guardafui will gladly be placed at the disposal of any one whom your Excellency may think well to depute to attend the Harbour Department of that Office for the purpose in question.

I have, &c.
(Signed) SALISBURY.

Count Tornielli to the Marquis of Salisbury.—(Received October 22.)

(Translation.)

My Lord,

London, October 17, 1890.

THE verbal communication which I had the honour to make at the Foreign Office on the 3rd instant, and to which your Excellency's note of the 15th instant is a reply, relating to the wish of my Government to examine the technical information collected by the Board of Trade in relation to the construction of a lighthouse at Cape Guardafui, was not quite understood. My Government did not wish to depute any one to examine that information at the Office where it is kept. It would in that case be necessary to send some one specially to London who is conversant with the subject if any useful result was to follow.

The request which I had the honour to make was that the information might be communicated to me, and I would have sent it on to my Government on condition of its being returned, if such a course were desired by the British Administration.

I have the honour to inquire whether a favourable answer can be given to this request.

Accept, &c.
(Signed) G. TORNIELLI.

Rustem Pasha to the Marquis of Salisbury.—(Received October 23.)

M. le Marquis,

Londres, le 22 Octobre, 1890

JE n'ai pas manqué de communiquer en son temps à la Sublime Porte le texte de la note que votre Seigneurie m'a fait l'honneur de m'adresser le 16 Mai de cette année

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relativement aux phares que le Gouvernement Impérial a le projet de construire sur les côtes et à l'extrémité méridionale de la Mer Rouge.

Les observations suggérées au Gouvernement de Sa Majesté Britannique par le projet que j'ai eu l'honneur de communiquer en dernier lieu à votre Seigneurie ont été examinées par le Gouvernement Impérial; et, dans le but de répondre autant que cela lui paraît possible au désir manifesté par le Gouvernement Anglais, la Sublime Porte a arrêté les propositions suivantes, que je suis chargé de porter à la connaissance de votre Seigneurie.

Le Gouvernement de Sa Majesté Britannique reconnaît d'une manière absolue la Concession donnée pour une période de quarante ans, et le droit du Gouvernement Impérial d'administrer directement les phares de l'Empire ou de les faire administrer par des tiers.

Le Gouvernement Impérial accepte de communiquer, après une période de vingt ans, le compte des recettes et des dépenses des phares.

Le Gouvernement Impérial accepte, après une période de vingt ans, la révision du tarif proposé, et la réduction de ce tarif si l'examen des comptes paraît de nature à justifier une diminution.

La Sublime Porte aime à espérer que ces propositions seront considérées par le Gouvernement de Sa Majesté Britannique comme équitables et qu'elles l'induiront à accepter dans son ensemble le projet qui a été présenté à son adhésion.

J'ai, &c.
(Signé) RUSTEM.

No. 146.

The Marquis of Salisbury to Count Tornielli.

M. l'Ambassadeur,

Foreign Office, November 10, 1890.

I LOST no time in communicating to the Board of Trade the note which you did me the honour to address to me on the 17th ultimo, requesting that the documents containing the technical information in the possession of the Board relative to the question of the erection of a light at Guardafui might be communicated to you for transmission to Rome.

I have now the honour to state to your Excellency that the Board inform me that the Minute of which they furnished your Excellency with a copy in August last contained all the prominent features of the case.

If, however, further details are required, the Board would suggest, as a preferable course to that proposed by your Excellency, that some responsible officer should be deputed by the Italian Government to proceed to this country, and examine, at the Office of the Board, the documents which bear upon the past history of the question.

The Board make this suggestion because the documents relating to the matter are far too voluminous to admit of being removed from the Department, and if extracts are made and forwarded to your Excellency, it may be found that the precise point on which further information is desired by the Italian Government has been omitted.

The Board of Trade further observe that if by "technical information" your Excellency means engineering details, they do not possess any such information.

I have, &c.
(Signed) SALISBURY.

No. 147.

The Marquis of Salisbury to the Marquis of Dufferin.

(No. 3. Commercial.)

My Lord,

Foreign Office, January 7, 1891.

ON the 6th July last your Excellency apprised me, by telegram, that the Italian Government had concluded an arrangement with the Sultan of the Mijjerteyns for the erection of a light at Guardafui.

Your Excellency is no doubt aware that for many years past representations have been made by persons interested in shipping to and from the East with a view either to obtaining a reduction of the existing dues, or of securing in lieu thereof a more

adequate service in the southern extremity of the Red Sea and in the vicinity of Cape Guardafui.

The Egyptian Government have entered into an arrangement with that of Her Majesty, under which, when the new Egyptian Tariff comes into force with all the Powers, they will reduce the existing dues so as to lighten the present burthen on shipping by the sum of £ E. 40,000 annually. It may, however, be convenient to maintain the existing scale of charges, in order to provide a sum sufficient for the erection and maintenance of lights both in the south of the Red Sea and also at Cape Guardafui.

With regard to the new Red Sea lights, Her Majesty's Government are at present in communication with the Porte with the view to remove, if possible, certain difficulties which still remain in connection with the Concession granted to M. Collas in 1881. This correspondence will shortly be forwarded to your Excellency for communication to the Italian Government.

Her Majesty's Government would, however, be prepared, at the proper time, to suggest to the Egyptian authorities the propriety of allotting a certain portion of the surplus accruing from light dues, on the present basis, towards the service at Guardafui, provided it were efficiently established and maintained.

I should therefore wish your Excellency to mention this matter to Signor Crispi at a favourable opportunity, and invite an expression of his views upon the subject. It is, perhaps, at present premature to discuss the question of the amount to be set aside for the Guardafui light; this point, it would seem, could be more conveniently considered when the Italian estimate of the cost of erection and maintenance of this light is drawn up.

It may, however, be well to state, for your Excellency's information, that at present not more than 16,000*l.* a-year could be reckoned as available from the source above mentioned.

I am, &c.
(Signed) SALISBURY.

No. 148.

The Marquis of Salisbury to Rustem Pasha.

M. l'Ambassadeur,

Foreign Office, January 16, 1891.

I HAVE the honour to acquaint your Excellency that Her Majesty's Government have had under their attentive consideration the proposals contained in your note of the 22nd October last with regard to the conditions under which the Imperial Government are prepared to proceed with the erection of four necessary lights in the southern extremity of the Red Sea.

Her Majesty's Government observe with regret that the two conditions precedent to the acceptance of the Concession granted to M. Collas so far as it related to the four lights in question, and which were contained in the last paragraph of my note of the 16th May last, have not met with the concurrence which it was hoped would have been accorded to them by the Imperial Ottoman Government. The question of the yearly publication of accounts is left untouched in your note under reply, and in lieu of provision being made for a revision of the tariff "at intervals of three or five years," as proposed by Her Majesty's Government, it is suggested that a period of twenty years should be allowed to elapse before any revision could take place or accounts be submitted for inspection, and this term represents one-half the number of years for which the Concession is granted. Under these circumstances, Her Majesty's Government fear that there is little hope of coming to a satisfactory understanding on the bases hitherto discussed, and that the time has arrived when they must submit an alternative proposal for the consideration of the Sublime Porte.

The dues received by Egypt for the Suez and Red Sea lights, the largest proportion of which is paid by British shipping, may be estimated for the last three years at 75,000*l.* for 1887, 84,000*l.* for 1888, and 85,000*l.* for 1889, and it is now universally recognized that the time has come when either these dues must be materially reduced, or, if they are to be maintained, the surplus accruing from the existing tariff should be appropriated to the erection of the lights admitted to be of urgent necessity in the southern extremity of the Red Sea and in the vicinity of Cape Guardafui. It would, in the opinion of Her Majesty's Government, be manifestly inequitable that shipping should

pay more than it now does in the aggregate in proceeding to or coming from the East, if the funds raised by light dues suffice, as is believed to be the case, to provide for the additional lights asked for by the passing trade as required for the safety of navigation. The Egyptian Government have entered into an arrangement with that of Her Majesty, under which, as soon as the new Egyptian Tariff comes into force with all the Powers, they will be prepared to reduce the existing light dues, so as to lessen the burthen of taxation by a sum estimated at £ E. 40,000 per annum. If it be decided, however, to maintain the existing rates, there will, on this basis of calculation, be an equivalent sum available towards the erection of new lights in the localities specified.

Leaving Guardafui out of consideration for the moment, it has been estimated that a capital sum of 100,000*l.* would be a sufficient maximum to provide for the erection of four first-class lights in the vicinity of Mocha, Abou Ail, Zebayr, and Jebel Tur (such lights being sufficiently equipped to resist disturbance from earthquakes), and also to provide for the purchase of an attending steam-tender; and Her Majesty's Government are further of opinion that the annual maintenance, including a sinking fund and the insuring of the tender against loss, should not exceed 20,000*l.* The above annual maintenance is made up as follows:—

	£
Interest on first cost of 100,000 <i>l.</i> at 5 per cent.	5,000
Repayment in forty years	2,500
Maintenance	7,500
Insurance of attending vessel, &c.	5,000
Total	20,000

If, therefore, the Porte is disposed to undertake the erection of the four lights in question, Her Majesty's Government would be disposed to recommend the Egyptian Government to pay, from the date when the new Customs Tariff comes into operation, a sum not exceeding 20,000*l.* a-year to the Porte for the service in question, provided it is adequately executed and carried out.

Should this proposal not be favourably received, it will become necessary for Her Majesty's Government to consider, with other Maritime Powers, the advisability of enabling shipping to adopt a different route from that at present followed, and by so doing to avoid the sites now included in M. Collas' Concession, or in some way providing for their safe passage without being subjected to burthens which would be in excess of the requirements of the case.

I have, &c.
(Signed) SALISBURY.

No. 149.

Rustem Pasha to the Marquis of Salisbury.—(Received January 23.)

M. le Marquis, *Londres, le 21 Janvier, 1891.*
J'AI l'honneur d'accuser réception de la note que votre Seigneurie a bien voulu m'adresser le 16 de ce mois concernant les phares de la Mer Rouge, et de l'informer que je me suis empressé de porter cette note à la connaissance de la Sublime Porte, en la priant de me faire connaître ses vues sur la proposition qui y est énoncée.

J'ai, &c.
(Signé) RUSTEM.

No. 150.

Circular addressed to Her Majesty's Representatives.

(Commercial.)
My Lord,

Sir,

Foreign Office, January 23, 1891.
WITH reference to my Circular despatch, Commercial, of the 20th May last, I transmit herewith copies of further correspondence, as marked in the margin,* respecting the lighting of the southern extremity of the Red Sea.

Nos. 145 and 149.

You will be good enough to communicate one copy of each of these notes to the Government to which you are accredited.

I am, &c.
(Signed) SALISBURY.

No. 151.

*The Marquis of Salisbury to Sir W. White.**

(No. 10. Commercial.)

Foreign Office, January 23, 1891.

Sir,
WITH reference to my despatch No. 76, Commercial, of the 20th May last, I transmit herewith, for your Excellency's information, copies of further correspondence, as marked in the margin,† respecting the lighting of the southern extremity of the Red Sea.

I am, &c.
(Signed) SALISBURY.

No. 152.

The Marquis of Salisbury to Sir W. White.

No. 16. Commercial. Confidential.)

Foreign Office, February 4, 1891.

Sir,
WITH reference to my despatch No. 10, Commercial, of the 23rd ultimo, I inclose, for your Excellency's information, a copy of a letter from the Admiralty‡ respecting a survey of the south-western region of the Red Sea. It is possible that information to the effect that Her Majesty's Government are really surveying an alternative route for navigation might incline the Porte to reasonable terms for lighting the eastern route. On the other hand, the information might give great offence, as, although it does not appear that Her Majesty's Government are in any way bound to make a communication to the Porte regarding a survey of the Egyptian side of the Red Sea, the islands in the centre are Turkish, and the survey may be, technically, partly in Turkish waters.

In these circumstances, I leave it entirely to your Excellency's discretion whether or not to mention the matter to the Ottoman Government.

I am, &c.
(Signed) SALISBURY.

No. 153.

The Marquis of Salisbury to Sir E. Baring.

(No. 6. Commercial.)
(Extract.)

Foreign Office, February 4, 1891.

WITH reference to my despatch No. 3, Commercial, of the 23rd ultimo, I inclose, for your information, copy of a despatch addressed to Sir W. White respecting the survey of the south-western region of the Red Sea.§

* Also to Sir E. Baring (No. 3, Commercial).
† No. .

‡ Nos. 145 and 149.
§ No. 152.

No. 154.

*The Marquis of Salisbury to Sir W. White.**

(No. 17. Commercial.)

Sir,

Foreign Office, February 4, 1891.

WITH reference to my despatch No. 16, Commercial, of this day's date, I inclose, for your Excellency's confidential information, a copy of a Memorandum† which has been prepared in this Office on the question of the lighting of the Red Sea.

I am, &c.

(Signed) SALISBURY.

No. 155.

The Marquis of Salisbury to the Marquis of Dufferin.

(No. 8. Commercial. Confidential.)

My Lord,

Foreign Office, February 19, 1891.

IN connection with the concluding passage of my note to Rustem Pasha of the 16th January last on the subject of the lighting of the southern extremity of the Red Sea, and of which a copy accompanied my Circular despatch, Commercial, of the 23rd ultimo, I have to inform your Excellency that it has been thought desirable, in view of possible contingencies, to make a survey of another and more westerly route for vessels, and with this object Her Majesty's ships "Rambler" and "Stork" will be employed in April and May next abreast of the Italian possessions at Assab, in searching for uncharted dangers in the main sea route.

I have accordingly to request your Excellency to mention this matter confidentially to the Italian Government, and ask them to be good enough to take steps in order that the necessary facilities may be afforded to these vessels in the event of either of them calling at Assab for supplies, or of any of their officers desiring to land for the purpose of taking observations connected with the sea survey.

I am, &c.

(Signed) SALISBURY.

No. 156.

Sir W. White to the Marquis of Salisbury.—(Received March 9.)

(No. 27. Commercial.)

My Lord,

Constantinople, March 2, 1891.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch No. 16, Commercial, of the 4th ultimo, informing me that the Admiralty intended making a survey of the south-western region of the Red Sea, and leaving it to my discretion whether or not to mention the matter to the Sublime Porte.

I have the honour, in reply, to report that I instructed Sir A. Sandison to mention the matter to the Grand Vizier.

His Highness in receiving the intimation made no observation in reply.

I have, &c.

(Signed) W. A. WHITE.

No. 157.

The Marquis of Dufferin to the Marquis of Salisbury.—(Received March 9.)

(No. 30. Commercial. Confidential.)

My Lord,

Rome, March 6, 1891.

ON receipt of your Lordship's despatch No. 8 of the 19th ultimo I at once informed the Italian Foreign Office, confidentially, that Her Majesty's Government desired to make a survey of an alternative route for vessels in the Red Sea, and

* Also to Sir E. Baring (No. 7, Commercial).

† See Confidential Paper No. 6020.

requested that the necessary facilities might be afforded to Her Majesty's ships "Rambler" and "Stork," which would be employed on this work, in the event of either of them calling at Assab for supplies, or of any of their officers wishing to land for the purpose of taking observations connected with the sea survey.

I have now the honour to inclose translation of a reply which I have received from the Marquis di Rudini, stating that instructions have been issued to the authorities of Eritrea in the sense desired by Her Majesty's Government.

I have, &c.

(Signed) DUFFERIN AND AVA.

Inclosure in No. 157.

The Marquis di Rudini to the Marquis of Dufferin.

(Translation.)

M. l'Ambassadeur,

Rome, March 3, 1891.

I HAVE the honour to acknowledge the receipt of your Excellency's note of the 25th ultimo, and to inform you, in reply, that I have given the necessary orders to the Royal authorities of Eritrea, in order that Her Majesty's ships "Rambler" and "Stork" shall have every facility during the surveying expedition intrusted to them along the western coast of the Red Sea, and that their Commanders may be allowed to take in stores at Assab, and to disembark officers and sailors on the coast to carry on the operations confided to their care.

Receive, &c.

(Signed) RUDINI.

No. 158.

Sir Clare Ford to the Marquis of Salisbury.—(Received March 11.)

(No. 42. Commercial.)

My Lord,

Madrid, March 7, 1891.

WITH reference to my despatch No. 22, Commercial, of the 27th January, inclosing copy of a note which I had addressed to the Duke of Tetuan, Spanish Minister of State, respecting the lighting of the southern extremity of the Red Sea, I have the honour to transmit herewith to your Lordship a translation of his Excellency's reply, which reached me last evening, in which his Excellency expresses his wish that in due course he may be favoured with further information on the subject.

I have, &c.

(Signed) FRANCIS CLARE FORD.

Inclosure in No. 158.

The Duke of Tetuan to Sir Clare Ford.

(Translation.)

Sir,

The Palace, March 5, 1891.

WITH reference to your Excellency's note of the 27th January last, I have the honour to inform you that the Minister of Marine, in a note dated the 23rd ultimo, informs me that, having taken into his consideration what is said in the above-mentioned note respecting the exchange of notes which has taken place between Lord Salisbury and the Turkish Ambassador in London with regard to the Lighthouse Service in the Red Sea, he would feel much obliged if your Excellency would be so kind as to let him know, when convenient, the result of the negotiations between Her Majesty's Government and the Sublime Porte with regard to this matter.

I avail, &c.

(Signed) DUKE OF TETUAN.

No. 159.

The Marquis of Salisbury to Sir E. Baring.

(No. 18. Commercial.)

Foreign Office, March 12, 1891.

Sir,

WITH reference to my despatch No. 6, Commercial, of the 4th ultimo, I inclose, for your information, copy of a despatch from Sir W. White, reporting that he had caused the Grand Vizier to be informed of the intended survey by Her Majesty's ships of the south-western region of the Red Sea.*

I am, &c.
(Signed) SALISBURY.

No. 160.

Communication made by Prince Pless, June 3, 1891.

HAS England taken in consideration the erection of a light at the south entrance of the Gulf of Aden (Cape Guardafui) and on the Somali Coast (Cape Ras Hafun); and, if so, in what way?

No. 161.

*The Marquis of Salisbury to Count Hatzfeldt.**Foreign Office, June 6, 1891.*

M. l'Ambassadeur,

WITH reference to the inquiry made by Prince Pless on the 3rd instant, I have the honour to acquaint your Excellency that the latest phase of the correspondence between Her Majesty's Government and that of Turkey respecting the question of erecting certain lights on the southern extremity of the Red Sea will be found in the notes to and from Rustem Pasha of the 16th January, 1891, and the 22nd October, 1890, respectively, copies of which were communicated to Prince Pless on the 20th February last. I may, however, add, in connection with the concluding paragraph of the first-mentioned note, that in consequence of the difficulty experienced in coming to any satisfactory arrangement with the Porte on the subject, one of Her Majesty's vessels is at present engaged on the survey of an alternative western route, which, if found satisfactory, might be utilized as a new channel of navigation, thereby avoiding the sites the lighting of which is comprised in the Concession granted to M. Collas. The result will be communicated to the Powers interested.

With regard to Cape Guardafui, Her Majesty's Government were informed in July last that the Government of Italy had concluded an arrangement with the Sultan of the Mijjerteyns for the erection of a light in that locality, but no precise or detailed information is at present in their possession.

I have, &c.
(Signed) SALISBURY.

No. 162.

Minute by Sir J. Fergusson.

RUSTEM PASHA said that, as I had in hand the question of Red Sea lights, he wished that some settlement could be arrived at. At present it made no progress. We had objected to the Turkish proposals, that the charge for the four lights in the Red Sea agreed upon were too high, and that their currency would be too long; but they would not be as high as the Egyptian. I said that the latter were objected to as being too high, and that arrangements had been made whereby on the new Tariff coming into force they would be considerably reduced, but not more than would suffice to pay for the new Red Sea lights and that in the Gulf of Aden. He said that 20,000*l.* a-year would really be insufficient for the erection of the lights and building of a steamer at a cost of 100,000*l.* with the maintenance.

* No. 156.

Could we not make some modification?

They could not get out of their Concession to M. Collas; he is an honest man, who can do the work cheaper than any one else, and it would be bad policy for them to pay only the bare cost of maintenance. The work would not be well done. Could we not divide the difference between their proposed currency of the charge for twenty years and ours for five, *e.g.*, fifteen, or even twelve? It was regrettable that such a matter should remain unsettled; the lights were wanted, and the difference must be susceptible of arrangement.

I agreed in this, but said that unless we could come to reasonable terms, it was believed that as good a channel, if not better, could be found near the western coast; indeed, it had been in great part surveyed. But, he said, this would require lights also. I said certainly, but at a cost at least not greater than what we proposed for the eastern route; but we did not wish to abandon it if we could come to terms. I would look at the papers again, and propose to you to consult the Board of Trade. "Well," he said, "pray write what you think possible privately, as formal proposals may appear hard, and in unofficial correspondence they may be modified."

J. F.

September 15, 1891.

No. 163.

Foreign Office to Rustem Pasha.

My dear Ambassador,

Foreign Office, September 23, 1891.

I DID not fail to communicate to Lord Salisbury what you said to me on the 15th instant in regard to the Red Sea lights. As I was on the point of leaving London for Scotland, I had not time then to examine the correspondence that has passed on this subject, but having now done so, and submitted it to Lord Salisbury, his Lordship thinks that although it would conduce to an understanding that some informal discussion of details with you should take place, it would be of little use to revise the careful estimate which was quoted in his despatch to you of the 16th January without some indication on behalf of your Government of the terms to which they would agree. Those which were stated in that despatch were such as, in the opinion of the experts, are sufficient for the service.

I regret that this is the last communication which I shall have the pleasure of making to your Excellency from this Department, as I shall this afternoon enter upon the duties of Postmaster-General. But the matter is well understood in the Department, and it will interest me to hear that it has been satisfactorily settled.

Believe me, &c.
(Signed) JAMES FERGUSSON.

No. 164.

*Rustem Pasha to the Marquis of Salisbury.—(Received December 2.)**Ambassade Impériale de Turquie,**Londres, le 30 Novembre, 1891.*

M. le Marquis,

J'AI eu l'honneur de placer sous les yeux de mon Gouvernement le contenu de la note que votre Seigneurie a bien voulu m'adresser le 16 Janvier de cette année relativement aux phares de la Mer Rouge.

La Sublime Porte n'a pas jugé possible de se rallier à la nouvelle combinaison proposée dans la susdite note de votre Seigneurie, et croit devoir s'en tenir au projet de faire construire et entretenir les feux dont il s'agit par l'Administration des Phares de l'Empire. Cependant, comme le Gouvernement Impérial est très désireux de s'entendre au préalable avec le Gouvernement de Sa Majesté Britannique sur les deux conditions posées par lui, à savoir, la publication des comptes de recettes et de dépenses et la revision du tarif, je suis chargé de présenter à votre Seigneurie les propositions suivantes:—

Le Gouvernement Impérial construirait et entretiendrait les quatre phares principaux que la discussion actuelle a en vue, c'est-à-dire, ceux qui seraient situés dans les environs de Mocha, Abou Ail, Zebayr, et Djebel-Tur, après l'acceptation par le Gouvernement de Sa Majesté Britannique d'un tarif des droits à percevoir qui demeurerait invariable pendant quinze ans.

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Le tarif pourrait ensuite être revisé tous les deux ans.

La publication des comptes commencerait la dixième année après l'éclairage complet et l'application du tarif.

La Sublime Porte espère que ces propositions, qui donnent satisfaction dans une grande mesure au désir exprimé par le Gouvernement de Sa Majesté Britannique, seront de nature à rencontrer l'adhésion de votre Seigneurie et pourront conduire à un arrangement définitif sur les points qui sont depuis si longtemps en discussion.

J'ai, &c.
(Signé) RUSTEM.

No. 165.

The Marquis of Salisbury to Rustem Pasha.

M. l'Ambassadeur, *Foreign Office, December 5, 1891.*
I HAVE the honour to acknowledge the receipt of your Excellency's note of the 30th ultimo on the question of the lighting of the Red Sea, and, in reply, I beg to state that the proposals now made shall be duly considered.

I have, &c.
(Signed) SALISBURY.

No. 166.

Board of Trade to Foreign Office.—(Received December 26.)

Sir, *Board of Trade, London, December 24, 1891*
I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 5th instant, in which you inclose copy of a further note from the Turkish Ambassador at this Court on the subject of the four additional lights asked for by the trade as required for the safe navigation of the Red Sea.

From this note the Board gather that the proposals now put forward by Rustem Pasha are as follows:—

1. The Turkish Government to construct and maintain the four lights through the French firm of MM. Collas and Michel.
2. Her Majesty's Government to accept a tariff of dues (to come into operation on the completion of the lights) for a fixed period of fifteen years, after which the tariff may be revised every ten years.
3. The accounts not to be published until the end of ten years from the time that the tariff comes into operation. (It is not stated how often the publication is to take place after it has once commenced.)

It appears to the Board of Trade, in view of the exceptionally high tariff proposed last year, and of their experience of the administration of Turkish lighthouses in the Mediterranean by MM. Collas and Michel, that these proposals do not afford any reasonable prospect of the dues ever being substantially in accord with the expense of the service, especially looking to the fact that, under the terms of the Concession, Turkey is to receive 10 per cent. of the proceeds.

Quite apart, however, from this, it is impossible to obtain any proper basis on which to fix, for a period of fifteen years, the dues to be levied on the trade making use of such a highway as the Red Sea, which has only been rendered available of recent years, and is resorted to by the ships of all nations. The net tonnage of this trade is constantly increasing, and has more than doubled during the last ten years. Since 1889, on the traffic of which year the fixed tariff proposed by the Porte in April 1890 must have been based, there has been an increase in tonnage of about 25 per cent., and there can be no doubt that long before the expiration of the fifteen years the tonnage of vessels passing through the Red Sea will have multiplied enormously, more especially as the Suez Canal will, in the meanwhile, have been doubled in width and deepened, and the facilities for its navigation will have been greatly improved.

For these reasons, the Board of Trade are unable to recommend that any tariff of dues should be accepted by Her Majesty's Government in respect of these lights unless the conditions already laid down by them, viz., the yearly publication of the accounts, and the revision of the tariff at intervals of three or five years, are in the first place agreed to by Turkey. If, as appears to be the case, Turkey is not prepared to come to

an immediate and satisfactory arrangement on these points, nor to accept the alternative scheme of a fixed contribution from the Egyptian light dues of 20,000*l.* a-year, or such other sum as is proved to be necessary to meet the expenses of the service, the Board would suggest, for the consideration of the Marquis of Salisbury, that steps should be at once taken to open up an alternative route, as proposed in the final paragraph of the letter addressed by his Lordship to Rustem Pasha on the 16th January last.

The route suggested in the letter from this Office of the 16th August, 1890, which, for the sake of brevity, may be described as the "Western Hanish" route, has been recently surveyed by the Admiralty, from which Department a favourable Report has been received, and the Board are advised that, if efficiently lighted, it will be ultimately accepted by the trade as better and safer than the present Abou Ail route.

The precise islets between Great Hanish Island and the African coast upon which lights should be placed will have to be settled in conjunction with the Admiralty and the trade; but the four sites already suggested, and marked in red on the accompanying Chart, viz., North-east Quoin 'or, perhaps, as an alternative, Rakhmat Islet), South-west Rocks, one of the Haycock Islets, and Harbi Islet, may be taken as a basis. None of these sites are included in the Concession to M. Collas.

The distance by this route from Zebayr to Perim would be the same as by the Abou Ail route, viz., 168 miles; and it can be lighted at a smaller yearly cost than was demanded by Turkey in 1890 for lighting that route.

Of the sites suggested, it would appear from Sir E. Hertslet's Confidential Memorandum of the 28th October, 1880, copy of which accompanied your letter of the 20th May, 1881, that North-east Quoin and Harbi Islet are within the jurisdiction of Egypt, while the other two are within the jurisdiction of Turkey, who claims sovereignty over all four sites. It will, therefore, be for the consideration of the Foreign Office, if this route is to be considered, whether any satisfactory arrangement can be made with Turkey for the lighting of these islets.

The best and cheapest plan would seem to be for the work of lighting to be undertaken by Great Britain, who might offer a liberal rent to Egypt and Turkey for the sites under their respective jurisdictions.

If Turkey is unwilling to agree to this, or to light the sites herself on reasonable terms, it will be for consideration whether action cannot be taken independently of Turkey by lighting the African coast itself, and one or two of the off-lying islets, such as High, Flat, Harbi, or Sayyal, all of which seem to be within the jurisdiction of Egypt. This route would be an equally good one, especially if one of the Haycock Islands could be included, but would be longer by some 3 to 6 miles than that previously suggested. It would, however, probably entail an additional light on the African coast.

The Board of Trade have thought it well to lay down at some length their views in relation to this important matter; but they would suggest that, before any active steps are taken towards adopting the alternative "Western Hanish" route, a consultation might be held at the Foreign Office, at which the Hydrographer might be asked to be present.

I have, &c.
(Signed) C. CECIL TREVOR.

No. 167.

The Marquis of Salisbury to Rustem Pasha.

M. l'Ambassadeur, *Foreign Office, January 28, 1892.*
HER Majesty's Government have carefully considered the proposals for the erection and maintenance of the four additional lights in the Red Sea which are considered to be necessary for completing the effective lighting of the southern portion of the Red Sea.

These proposals are as follows:—

1. The Ottoman Government to erect and maintain the four lights after the acceptance by Her Majesty's Government of a tariff of dues.
2. The tariff to remain unchanged for fifteen years, after which it may be revised every ten years.
3. The publication of the accounts to commence in the tenth year, after the completion of the new lights and the application of the tariff.

Her Majesty's Government regret that, with every wish to meet the views of the Ottoman Government as far as possible, they are quite unable to agree to the present

proposals, or to modify the alternative ones contained in my notes of the 16th May, 1890, and the 16th January, 1891.

As the Ottoman Government are not prepared to agree to either of those proposals, and considering the great inconvenience which is caused to shipping by the insufficient lighting of that part of the route for which the proposed lights would have provided, Her Majesty's Government feel that, in the interests of British shipping, they would not be justified in deferring any longer to take such steps as may be in their power to provide a safe alternative route.

Such a route exists on the African side of the Red Sea. It has been recently surveyed by Her Majesty's ships of war, and Her Majesty's Government are advised that it is a better and safer one, and not longer than the one now in use.

The Lords of the Admiralty have lately issued a new Chart of this route, and recommend it for adoption for day navigation.

I have, &c.
(Signed) SALISBURY.

No. 168.

The Marquis of Salisbury to the Marquis of Dufferin.

(No. 11. Commercial. Confidential.)

My Lord,

Foreign Office, January 28, 1892.

WITH reference to my Circular despatch, Commercial, of the 23rd January, 1891, I transmit herewith copies of further correspondence respecting the lighting of the southern portion of the Red Sea,* together with a Memorandum showing the present position of the question and the views of Her Majesty's Government thereon.

Your Excellency will see from these papers that the alternative route referred to in my despatch No. 8, Commercial, Confidential, of the 19th February, 1891, and your Excellency's despatch No. 30, Commercial, Confidential, of the 6th March, 1891, has been surveyed by Her Majesty's ships of war, and is considered a better and safer route than the one now in use, and that it has been recommended for adoption by day by the Lords of the Admiralty.

The islands and rocks recommended by the Board of Trade in their letter of the 24th December, with the exception of South-west Rocks, seems to be in effect within the jurisdiction of Italy. That over the South-west Rocks would appear to be doubtful.

I have to request your Excellency to explain confidentially to the Italian Government the present position of the question and the suggestions for the adoption and lighting of the proposed new route, and inquire whether they claim jurisdiction over all the sites selected by the Board of Trade for lights, and, if so, whether, in the event of that route being agreed to by the Powers interested, they would be prepared to erect and maintain at the expense of the passing trade the lights themselves, or consent to their erection by Her Majesty's Government.

Your Excellency will observe that the sites have not been definitely selected, but are liable to modification.

I am, &c.
(Signed) SALISBURY.

Inclosure in No. 168.

Memorandum by Mr. Warburton respecting Red Sea Lights.

(Rustem Pasha's note of November 30; Board of Trade letter of December 24, 1891.)

MR. KENNEDY'S very exhaustive Memorandum of the 4th December, 1890 (annexed), gives the history of this question up to that date.

On the 16th January last Rustem Pasha was informed that the proposals of the Porte, as conveyed in his note of the 22nd October, were not satisfactory, and the following alternative proposal was made to him:—

* Inclosure in No. 43, and Nos. 164 and 167.

"The dues received by Egypt for the Suez and Red Sea lights, the largest proportion of which is paid by British shipping, may be estimated for the last three years at 75,000*l.* for 1887, 84,000*l.* for 1888, and 85,000*l.* for 1889; and it is now universally recognized that the time has come when either these dues must be materially reduced, or, if they are to be maintained, the surplus accruing from the existing tariff should be appropriated to the erection of the lights admitted to be of urgent necessity in the southern extremity of the Red Sea and in the vicinity of Cape Guardafui. It would, in the opinion of Her Majesty's Government, be manifestly inequitable that shipping should pay more than it now does in the aggregate in proceeding to or coming from the East if the funds raised by light dues suffice, as is believed to be the case, to provide for the additional lights asked for by the passing trade as required for the safety of navigation. The Egyptian Government have entered into an arrangement with that of Her Majesty, under which, as soon as the new Egyptian Tariff comes into force with all the Powers, they will be prepared to reduce the existing light dues so as to lessen the burthen of taxation by a sum estimated at £E. 40,000 per annum. If it be decided, however, to maintain the existing rates, there will, on this basis of calculation, be an equivalent sum available towards the erection of new lights in the localities specified.

"Leaving Guardafui out of consideration for the moment, it has been estimated that a capital sum of 100,000*l.* would be a sufficient maximum to provide for the erection of four first-class lights in the vicinity of Mocha, Abou Ail, Zebayr, and Jebel Tur (such lights being sufficiently equipped to resist disturbance from earthquakes), and also to provide for the purchase of an attending steam-tender; and Her Majesty's Government are further of opinion that the annual maintenance, including a sinking fund and the insuring of the tender against loss, should not exceed 20,000*l.* The above annual maintenance is made up as follows:—

						£
"Interest on first cost of 100,000 <i>l.</i> at 5 per cent.	..	..	..	..	..	5,000
Repayment in forty years	..	..	..	..	..	2,500
Maintenance	..	..	..	..	..	7,500
Insurance of attending vessel, &c.	..	..	..	..	..	5,000
Total	..	..	..	..	..	20,000

"If, therefore, the Porte is disposed to undertake the erection of the four lights in question, Her Majesty's Government would be disposed to recommend the Egyptian Government to pay, from the date when the new Customs Tariff comes into operation, a sum not exceeding 20,000*l.* a-year to the Porte for the service in question, provided it is adequately executed and carried out."

The note went on to say that, if this proposal were not favourably received, it would become necessary for Her Majesty's Government to consider, with other Maritime Powers, the advisability of adopting a different route, so as to avoid the sites included in the Michel-Collas Concession.

Copies of Rustem Pasha's note and our reply were sent to Her Majesty's Representatives to be communicated to the Powers interested, and the Admiralty, at our request, sent two ships to survey the proposed new route, nearer to the African coast. The Italian Government were asked for and promised to give them every facility, and in September the Admiralty informed us that although "the examinations are not exhaustive enough to make it absolutely certain that no small danger may exist undetected, yet they are sufficiently so to justify the adoption of the proposed route," provided that suitable lights are placed.

The proposals now made by the Porte are:—

1. Turkey to erect and maintain the four lights (through Michel and Collas) after Her Majesty's Government has accepted a tariff of dues.
2. This tariff to remain unchanged for fifteen years, after which it may be revised every ten years.
3. The publication of the accounts to commence in the tenth year after the completion of the lights and the application of the tariff.

The Board of Trade point out the objections to these proposals, and cannot recommend that any tariff of dues be agreed to except on the conditions already laid down, viz.:—

1. The yearly publication of accounts.
2. The revision of the tariff every three or five years.

They suggest that, if Turkey is not prepared to agree to our conditions, or to

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Circular,
January 23,
1891.
Confidential
Print, 1891,
No. .
To
Admiralty,
January 2,
1891.
Ibid., No. 22.
Rustem
Pasha,
November
30.

Board of
Trade,
December
24.

accept the alternative proposal of a fixed contribution from the Egyptian light dues of 20,000*l.* a-year (or such other sum as may be proved necessary to meet the expenses of the service), the new route, which they propose to call the "Western Hanish" route, should be opened out. This route, they are advised, will be ultimately accepted by the trade as better and safer than the present one.

The lights proposed for this route, subject to consultation with the Admiralty and the trade, are four, as shown on the accompanying map, viz. :—

North-east Quoin (or, as an alternative, Rakhmat, on the coast).
South-west Rocks.
One of the Haycocks.
Harbi.

This route would be the same length as the present one.
But in case South-west Rocks and Haycock should be within Turkish jurisdiction, they suggest some lights on the African coast :—

One on High Island.
One on Flat Island.
One on Sayyal Island.

This diversion would make the new route from 3 to 6 miles longer than the present one.

The Board of Trade point out that none of the places named are included in the Michel-Collas Concession. The Concession is, however, for lighting the whole of the Turkish portion of the Red Sea, and the Porte no doubt could, if it saw fit, substitute any site within its jurisdiction for any other previously fixed on.

The Board suggest whether a satisfactory arrangement could not be come to with the Porte under which Her Majesty's Government should light them, but it seems highly improbable that Turkey would give her consent to anything which would be in opposition to the Concession.

It was at one time proposed that Egypt should erect the lights, and that we should hand over to her towards their maintenance, in lieu of fees, any sum which might be available out of the reduction to be made in the Egyptian light dues when the new tariff comes in force. But the Board of Trade propose that Her Majesty's Government should do the lighting, and Sir E. Baring is of the same opinion, and it has been suggested that if the new route be adopted we should inform the Porte that Her Majesty's Government intend to erect the required lighthouses, feeling sure that the Porte will not object to a proceeding whose only object is to improve the navigation of the Red Sea, and that this action is not intended to affect the Sultan's rights over the islands. But besides that this would be a strong measure, it must be remembered that if we do not get the concurrence of other Powers to adopting the new route, they may refuse to let their ships pay the dues though using the route.

As regards the Guardafui light, the Italian Government told us in July 1890 that they had made arrangements with the Sultan of Mijjerteyns for the erection of a light.

The question of jurisdiction over the proposed new sites is not altogether clear. According to Sir E. Hertslet's Memorandum of the 28th October, 1880, all except the South-west Rocks were then apparently within that of Egypt. But Sir E. Baring stated in his letter of the 17th August, 1890, that Ras Kasar, below which all these sites are situated, was practically the southern limit of Egyptian jurisdiction; and Article III of the Treaty between Italy and Sultan Anfari of Aussa, signed on the 9th December, 1888, says, "The Sultan Mohammed Anfari recognizes all the Dankali coast from Amfila up to Ras Dameira as Italian possessions." The proposed new sites are opposite this coast, as will be seen from the annexed Sketch Map, on which they are marked in red, and, with the exception of South-west Rocks, which appears doubtful, seem to be within Italian jurisdiction.

I think we should, in the first instance, reply to Rustem Pasha's note to the effect that the last proposals of the Porte cannot be accepted; that we are unable to modify the alternative ones contained in the notes to him of the 16th May, 1890, and the 16th January, 1891, and that if his Government do not agree to one or other of those proposals without further delay we must take steps, in concert with the other Powers, for lighting

Sir E.
Baring,
August 17,
1890
Confidential
Print 6093,
No. 49.
Mr.
Kennedy's
Memo-
randum, p. 5.
Marquis of
Dufferin,
Telegraphic,
July 6, 1890.
Confidential
Print 6093,
No. 36.
Ibid., No. 49.

an alternative route on the African side which has been surveyed by Her Majesty's ships of war, and which Her Majesty's Government are advised is a better and safer route than the present one.

While awaiting his answer, the consultation suggested by the Board of Trade might be held at the Foreign Office, and the Italian Government might be informed as to the new route proposed, and asked whether they claim jurisdiction over the sites suggested, and whether they would be willing to erect the lights themselves, or leave it to Her Majesty's Government or to that of Egypt to do so.

A further letter has just been received from the Board of Trade, in which they say that the Admiralty are on the point of issuing a new Chart, recommending the new route for adoption for day navigation.

J. W. W.

Foreign Office, December 31, 1891.

No. 169.

The Marquis of Salisbury to Sir E. Baring.

(No. 3. Commercial.)
Sir,

Foreign Office, February 10, 1892.

I TRANSMIT herewith, for your information, copies of correspondence with the Board of Trade respecting the question of the Egyptian light dues.*

Having regard to the large revenue now derived from this source, I should be glad to learn your views as to whether some reduction might not be effected even before all the Powers have concluded Commercial Conventions with Egypt.

I am, &c.
(Signed) SALISBURY.

No. 170.

The Marquis of Dufferin to the Marquis of Salisbury.—(Received February 13.)

(No. 23. Commercial.)
My Lord,

Rome, February 9, 1892.

IN conformity with the instruction contained in your Lordship's despatch No. 11, Commercial, of the 28th ultimo, I addressed a note to the Italian Government, copy of which I have the honour to inclose, explaining confidentially the present position of the question of the lighting of the southern extremity of the Red Sea, and inquiring whether they claimed jurisdiction over all the sites selected by the Board of Trade for lights, and whether they would be prepared to erect and maintain the lights themselves, or consent to their erection by Her Majesty's Government.

I have now the honour to transmit to your Lordship a translation of a note which I have received, in reply, from the Marquis di Rudini, in which it is stated that the Italian Government do claim jurisdiction over the sites mentioned in your Lordship's despatch, and that the question of the erection and maintenance of the lighthouses at the points mentioned is under their consideration.

I have, &c.
(Signed) DUFFERIN AND AVA.

Inclosure 1 in No. 170.

The Marquis of Dufferin to the Marquis di Rudini.

M. le Ministre,

Rome, February 3, 1892.

SINCE I had the honour of addressing to your Excellency my note of the 25th February last, some further correspondence has taken place between Her Majesty's Government and that of His Majesty the Sultan of Turkey as to the most efficient manner in which to erect and maintain lighthouses at the southern extremity of the Red Sea.

The proposals recently submitted by the Porte were as follows :—

* No.

Board of
Trade,
December
24.

1. The Ottoman Government to erect and maintain the four necessary lights after the acceptance by Her Majesty's Government of a tariff of dues.

2. The tariff to remain unchanged for fifteen years, after which it may be revised every ten years.

3. The publication of the accounts to commence in the tenth year after the completion of the new lights and the application of the tariff.

These proposals were carefully considered by Her Majesty's Government, who then informed the Porte that they regretted that, with every wish to meet the views of the Ottoman Government as far as possible, they were quite unable to agree to the present proposals or to modify the alternative ones contained in previous communications made by Her Majesty's Government to the Porte, dated respectively the 16th May, 1890, and 16th January, 1891.

As the Ottoman Government were not prepared to agree to either of these proposals, and considering the great inconvenience which is caused to shipping by the insufficient lighting of that part of the route for which the proposed lights would have provided, Her Majesty's Government felt that in the interest of British shipping they would not be justified in deferring any longer to take such steps as might be in their power to provide a safe alternative route.

Such a route existed on the African side of the Red Sea. It had been recently surveyed by Her Majesty's ships of war, and Her Majesty's Government were advised that it was a better and a safer one, and not longer than the one in use. The Lords of the Admiralty have recently issued a new Chart of this route, and recommended it for day navigation.

The lights proposed to be erected for this route, subject to consultation with the Admiralty and the trade, are four:—

1. North-east Quoin (or, as an alternative, Rakmat, on the coast).
2. South-west Rocks.
3. One of the Haycocks.
4. Harby.

According to Article III of the Treaty between Italy and Sultan Ahfari of Aussa of the 9th December, 1888, the jurisdiction over the new sites, with exception, perhaps, of South-west Rocks, appears to belong to Italy.

In placing confidentially in your Excellency's hands, for perusal and convenience of reference, copy of a Memorandum which has been drawn up on this subject accompanied by a Chart showing the positions selected for the new lighthouses, I am instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to inquire whether the Italian Government claim jurisdiction over all the sites selected by the Board of Trade for lights, and, if so, whether, in the event of that route being agreed upon by the Powers interested, they themselves would be prepared to erect and maintain at the expense of the passing trade the lights in question, or would consent to their erection by Her Majesty's Government. I am, however, to observe to your Excellency that the sites have not been definitely selected, but are liable to modification.

I should be grateful if your Excellency would eventually return to this Embassy the inclosures and charts which accompany this note.

I avail, &c.

(Signed) DUFFERIN AND AVA.

Inclosure 2 in No. 170.

The Marquis di Rudini to the Marquis of Dufferin.

(Translation.)

M. l'Ambassadeur,

Rome, February 7, 1892.

I HAVE the honour to acknowledge the receipt of your Excellency's note of the 3rd of this month respecting the lighthouses which the British Government wish to be constructed at the southern extremity of the Red Sea.

I have the honour to inform your Excellency, in reply, that the Italian Government consider the places mentioned in the above note as subject to their own jurisdiction, and will, without delay, study the question of the eventual construction in those latitudes of the four lighthouses proposed by the Board of Trade, on the understanding that the necessary expenses of construction, of maintenance, and service shall be reimbursed by navigators in the form of lighthouse dues to be levied by the Egyptian Government, or by a special tariff to be established in the future.

Such investigations will be made with the best intentions of satisfying the wishes of Her Majesty's Government.

Reserving to myself to inform your Excellency of our definite decision in the matter, and to return as soon as possible the documents and papers annexed to your Excellency's note, I avail, &c.

(Signed) RUDINI.

No. 171.

Sir E. Baring to the Marquis of Salisbury.—(Received February 29.)

(No. 5. Commercial.)

My Lord,

Cairo, February 21, 1892.

I HAVE the honour to reply to your Lordship's despatch No. 3, Commercial, of the 10th instant.

Commercial Conventions have been already signed between the Egyptian Government and the Governments of Great Britain, Austria, Italy, Belgium, and Portugal. The negotiations with Germany are far advanced, and there is every prospect of a Convention being signed before long. Negotiations are proceeding with the United States of America. No negotiations have actually been commenced with the French Government, but I understand that the latter is not indisposed to consider the question. If once a Convention were signed with France I conceive that the other Powers would come to terms before long, although perhaps some little difficulty may be experienced with Russia and Greece.

It is impossible for me to say when all the Conventions will be signed, but, considering the difficulties of the subject, I think fair progress has been made, and that there is a reasonable prospect of eventually coming to terms with all the Powers.

As regards the proposal that, in view of the increase in the revenue derived from the light dues, the Egyptian Government should be moved to give up a portion of the revenue before the new tariff comes into force, I have the following observations to submit to your Lordship.

Whenever proposals of this nature are made to the Egyptian authorities, they invariably fall back on two arguments—

The first, which applies more particularly to this special case, is that a certain Budget was drawn up by the Powers in 1884, and imposed upon Egypt by the London Convention. According to that Budget, the administrative expenditure of the Egyptian Government was fixed at a certain figure. Any excess expenditure has to come out of the half surplus, which alone is at the disposal of the Egyptian Treasury. This latter provision, against which I did my best to protest at the time, hampers the Egyptian Government at every turn. The Convention Budget allowed the surplus revenues derived from the light dues to remain at the disposal of the Egyptian Government, and, if it be argued that those revenues have increased since 1884, the reply is that, on the other hand, the charges thrown on the Egyptian Government were in some respects greatly under-estimated at the time of the London Conference. Thus, the expenditure on the Egyptian army was estimated at £ E. 130,000. The actual figures for 1891 were £ E. 494,000. The Egyptian authorities, therefore, hold that if the arrangement made in 1884 is to be modified in respect to some points in a sense unfavourable to their interests the whole question should be reconsidered, with a view to other modifications being introduced in the sense of relaxing the extreme rigidity over their expenditure which the Convention imposes.

The second argument is of more general application. The Egyptian authorities argue with much force that by dint of good administration they have raised Egyptian credit and converted a portion of their debt, thus effecting an economy of some 325,000l. a-year. But they are not allowed to touch a farthing of this economy. They are quite aware that Her Majesty's Government is in no way responsible for the gross injustice which is being inflicted on the people and Government of Egypt in this matter, but the fact remains that, when they are asked to make some considerable pecuniary sacrifice for the benefit of European trade, they naturally reply that if they are to adopt any proposals of this sort, it is only just that the Powers of Europe should accord to them some greater degree of liberty in disposing of their own resources for the benefit of Egypt.

In addition to these general arguments, it has to be borne in mind that the arrangement about the light dues, which was made at the time the Commercial Convention was

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signed with Great Britain, is regarded here as a distinct pledge that, until the new tariff comes into force, no demand will be made on the Egyptian Government to sacrifice any portion of the revenue derived from the dues.

I am aware that these arguments may not appear convincing to those who are more especially interested in the construction of the proposed lighthouses, but they are arguments which deserve very careful consideration before Her Majesty's Government decides to move in the matter. It is difficult to contest their validity from an Egyptian point of view.

No one can regret more than I do that there should be a delay in the construction of the new lighthouses; I am well aware they are much required. The question is also one in which, for many years, I have taken the greatest personal interest, and as to which I have repeatedly endeavoured to bring about some satisfactory settlement. At the same time, I should add that no amount of persuasion on my part will induce the Egyptian Government to give up willingly any portion of the light dues' revenue before the new tariff comes into force. I am sure to encounter the strongest opposition, not only from the native Egyptian authorities, but also from their English advisers, who, much to their credit, thoroughly identify themselves with Egyptian interests, and are often, indeed, more Egyptian than the Egyptians themselves. In order to carry the point, I should have to assume an extremely harsh and imperious attitude, which would, in this instance, be not unreasonably considered very unjust, which would certainly be impolitic, which it has been my constant endeavour to avoid, and which, in view of the youth and inexperience of the young Khedive, would, just at this moment, appear somewhat especially ungracious.

For these reasons, I venture to deprecate the idea that the matter should be laid before the Egyptian Government. Much as I regret it, I fear there is nothing to be done but to wait until Commercial Conventions have been concluded with all the Powers.

I should add that a good deal of misapprehension exists as to the true nature of the Egyptian financial situation. Last year (1891) there was a surplus of 1,100,000*l.*, but of this only about 300,000*l.* is at the disposal of the Egyptian Government. Moreover, the agricultural results of the year were so exceptionally good, that it would be imprudent to consider 1891 as a normal year. Although the situation has very greatly improved by comparison with past times, it is extremely necessary, in view of the demands which are springing up on all sides for a reduction of taxation and an increase of expenditure, for the Egyptian Government to husband its resources with great care. This necessity, moreover, becomes all the more apparent, when it is remembered that the international engagements taken by the Egyptian Government deprive the Finance Department of the free disposal of its own resources.

I have, &c.
(Signed) E. BARING.

No. 172.

*The Marquis of Salisbury to Sir Clare Ford.**

(No. 15. Commercial.)

Sir,

Foreign Office, March 2, 1892.

WITH reference to my despatch No. 10, Commercial, of the 23rd January, 1891, I transmit herewith, for your Excellency's information, copies of further correspondence, as marked in the margin,† respecting the lighting of the southern extremity of the Red Sea.

I am, &c.
(Signed) SALISBURY.

* Also to Sir E. Baring (No. 4, Commercial).

† Nos. 164 and 167.

No. 173.

*The Marquis of Salisbury to Sir Clare Ford.**

(No. 16. Commercial.)

Sir,

Foreign Office, March 3, 1892.

WITH reference to my despatch No. 15, Commercial, of the 2nd instant, I transmit herewith, for your information, printed Confidential correspondence respecting the question of lighting the southern extremity of the Red Sea and the neighbourhood of Cape Guardafui.‡

I am, &c.
(Signed) SALISBURY.

No. 174.

The Marquis of Salisbury to Sir E. Baring.

(No. 6. Commercial.)

Sir,

Foreign Office, March 7, 1892.

I TRANSMIT herewith, for your information, a copy of a letter which, upon receipt of your despatch No. 5, Commercial, of the 21st ultimo, I caused to be addressed to the Board of Trade on the question of a reduction of the Egyptian light dues.‡

I am, &c.
(Signed) SALISBURY.

No. 175.

The Marquis of Salisbury to Sir Clare Ford.

(No. 18. Commercial. Confidential.)

Sir,

Foreign Office, March 8, 1892.

IN continuation of my despatch No. 16, Commercial, of the 3rd instant, I transmit herewith, for your Excellency's confidential information, copy of a despatch from Sir E. Baring respecting the lighting of the Red Sea and the Egyptian light dues.§

I am, &c.
(Signed) SALISBURY.

No. 176.

Sir E. Baring to the Marquis of Salisbury.—(Received March 30.)

(Commercial.)

(Telegraphic.) P.

Cairo, March 30, 1892.

WITH reference to my telegram of the 26th instant, I have the honour to inform your Lordship that the following proposals are about to be submitted to the Powers by the Egyptian Government:—

1. The whole of the economies resulting from the conversion of the debt, *i.e.*, a sum of 315,000*l.* per annum, to be applied to reducing the land tax.
2. A reduction of 25 per cent. to be made in the port dues. The annual cost of this operation will amount to 32,000*l.*
3. A yearly sum of 40,000*l.*, drawn from the revenue accruing from the light dues, to be devoted to a suspense account, the subsequent employment of which will be hereafter decided by the Powers.
4. A reduction of 25 per cent., involving an annual cost of 3,000*l.*, to be made in the port dues at Alexandria. It must not be forgotten that the new lights in the Red Sea will not confer any benefit on Alexandria.

• Also to Sir E. Baring (No. 5, Commercial).

‡ No .

§ No. 171.

† No .

5. When the surplus is divided between the Egyptian Government and the "Caisse de la Dette Publique," the sum of 37,000*l.* a-year to be added to the portion allotted to the former.

The Egyptian Government, moreover, intend to effect a reduction, amounting to 7,000*l.* a-year, in portage dues.

These measures, if they are accepted, cannot fail to afford very great relief both to the people of Egypt and to trade. Their acceptance, however, by the French Government, is not yet assured.

The engagement by which the light dues were to be reduced on the Conventions coming into force will of course be cancelled; but I have told the Marquis de Reverseaux that his Government, in the event of their wishing for some further concession, might reasonably ask that a reduction of light dues, amounting, perhaps, to 10 per cent., might be given on the signature of all the Conventions, in addition to the 40,000*l.* for new lights which is to be accorded immediately.

The general financial equilibrium of the Egyptian Budget will be in no way endangered by the execution of the above proposals.

No. 177.

Mr. Dering to the Marquis of Salisbury.—(Received April 6.)

(No. 63. Commercial.)

My Lord,

Rome, April 3, 1892.

WITH reference to my telegram of the 2nd instant on the subject of the proposed lights in the Red Sea, I have the honour to inclose copy of a letter which I have received from Count d'Arco, stating that, in deference to the views of the Minister of the Treasury, the Italian Government have now determined to erect the lights themselves.

When calling officially on the Marquis di Rudini to-day I mentioned the matter to his Excellency, who informed me, in reply, that in the course of a few days he would address a note to Her Majesty's Embassy explanatory of the views of the Italian Government.

I have, &c.
(Signed) HENRY NEVILL DERING.

Inclosure in No. 177.

Signor Arco to Mr. Dering.

M. le Chargé d'Affaires,

Rome, le 2 Avril, 1892.

ME référant à notre conversation de Jeudi dernier à propos des phares de la Mer Rouge, je m'empresse de vous informer que le Président du Conseil vient de me dire, à la suite d'une communication du Ministère du Trésor, qu'il tiendrait absolument à ce que la construction de ces phares soit faite par le Gouvernement Italien.

J'espère, par conséquent, pouvoir vous adresser sous peu de jours une proposition for elle, relative au remboursement des frais de construction et d'entretien, moyennant une redevance annuelle.

Veillez, &c.
(Signé) A. ARCO.

No. 178.

Sir E. Baring to Marquis of Salisbury.—(Received April 11.)

(No. 9. Commercial.)

My Lord,

Cairo, April 3, 1892.

WITH reference to my telegram, Commercial, dated the 30th ultimo, I have the honour to transmit herewith a note, by Mr. Palmer, embodying the suggestions made by the Egyptian Government for the reduction of port and light dues, in consideration of its

being authorized by the Powers to apply to the reduction of the land tax the economies resulting from the conversion of the debt.

A meeting of the Consuls-General is to be held on the 9th instant to consider these proposals.

I have, &c.
(Signed) E. BARING.

Inclosure in No. 178.

Memorandum.

DANS une réunion tenue le 30 Mars chez le Président du Conseil des Ministres, son Excellence a déclaré à MM. les Consuls-Général d'Espagne, de France, et de la Grande-Bretagne, délégués par MM. leurs collègues du Corps Diplomatique, que le Gouvernement Égyptien est disposé à prendre en considération la demande des Compagnies de Navigation, pour la réduction des droits du Port d'Alexandrie, ainsi que les droits de phares, à la condition expresse, toutefois, que les Puissances autorisent l'application intégrale de l'économie résultant de la conversion de la dette, soit £ E. 315,000 par an, au dégrèvement de l'impôt foncier, mesure qui s'impose dans l'intérêt et pour le bien du pays avant toute autre réduction de taxes.

Sous cette réserve le Gouvernement consentirait :—

1. A abaisser de 25 pour cent les droits du Port d'Alexandrie.

2. A abaisser de 25 pour cent les droits de Phares d'Alexandrie.*

3. A placer dans un compte d'ordre une somme annuelle de £ E. 40,000 prélevée sur les droits de phares, pour être appliquée, soit à la construction de nouveaux phares, soit à la réduction des droits.

Ce prélèvement spécial tiendrait naturellement lieu et place de la réduction déjà stipulée avec d'autres Puissances lors de la signature des Conventions Commerciales.

Les réductions dont il s'agit seraient effectuées pourvu, cependant, que les Puissances admettent, qu'en compensation de la perte de revenu, lors du règlement du compte des excédents avec la Caisse de la Dette, la part de ces excédents revenant au Gouvernement soit majorée d'une somme annuelle de £ E. 37,000 représentant la moitié de la perte, disposition analogue à celle qui a été adoptée pour le droit de patente (voir l'Article 6 du Décret du 28 Janvier, 1892).

Les droits du Port d'Alexandrie étant affectés à la dette et la réduction projetée devant avoir pour effet de diminuer la part des excédents applicable à la réserve ou à l'amortissement, il reste entendu que si cette proposition rencontrait en principe l'approbation des Puissances il y aurait lieu toutefois pour le Gouvernement de consulter à cet égard les Commissaires de la Caisse de la Dette Publique.

En ce qui concerne le droit de factage, le Gouvernement s'occupe depuis quelques mois de la revision du tarif actuel, et il se propose de promulguer, en temps utile, un tarif nouveau. Ce tarif diminuera les droits d'une somme d'environ £ E. 6,000 par an.

Ainsi, au cas où la proposition du Gouvernement, telle qu'elle est indiquée ci-dessus, recevrait un accueil favorable de la part des Puissances, le Gouvernement Égyptien se trouverait en mesure d'accorder à la population agricole un dégrèvement de £ E. 315,000 par an, et de procurer au commerce maritime un allègement de £ E. 80,000 par an.

No. 179.

Sir E. Baring to the Marquis of Salisbury.—(Received April 18.)

(No. 10. Commercial.)

My Lord,

Cairo, April 9, 1892.

THE meeting referred to in my despatch No. 9, Commercial, took place to-day. The French and Russian Consuls-General both declared that they could not consent to the question of the reduction of the port and light dues being mixed up with that of the application of the economies. The German Consul-General observed that he saw no reason why these two questions should not be treated together; and I expressed my concurrence with this view, and my intention of recommending the proposal made by the

* Droits de phares, acquittés par les navires entrant dans le Port d'Alexandrie.
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Egyptian Government to the favourable consideration of Her Majesty's Government. The Austrian Consul-General seemed to agree generally with the language held by my German colleague and myself, and inquired of M. de Reverseaux whether he would be prepared, setting aside the definite proposals before us, to assent to the principle of the application of any portion of the economies to the reduction either of the land tax or of port and light dues. M. de Reverseaux replied that, if the question were put in that form, it was probable that there would be more prospect of its being favourably received, but that he had no authority to give any pledge, or make any positive statement on the subject. The other Consuls-General took no part in the discussion.

I have, &c.
(Signed) E. BARING.

No. 180.

Lord Vivian to the Marquis of Salisbury.—(Received June 6.)

(Commercial.)
(Telegraphic.) P.

Rome, June 6, 1892.

WITH reference to your Lordship's telegram, Commercial, dated the 28th May, on the subject of the erection of lighthouses in the Red Sea, I have the honour to inform you that I have this day received a reply from the Italian Government to the communications which I addressed to them on the subject. It states that the King's Government claims jurisdiction over the sites which have been selected for the erection of lighthouses along the new route, inasmuch as it considers them to be maritime appendages of their territory.

It is their wish that Her Majesty's Government should make the necessary preliminary studies with a view to the erection of the four lighthouses, and for the maintenance of the same, as well as of the question of the reimbursement of the expenses by tolls to be levied on shipping. When these studies shall have been completed, Italian Government will come to an agreement with Her Majesty's Government or with Trinity House as to a final arrangement for carrying out the enterprise which would safeguard the jurisdiction of Italy.

They are ready to leave to the judgment of Her Majesty's Government the question whether, and if so in what manner, the above decisions should be communicated to the Porte, their chief wish being to avoid giving rise to any fresh dispute on the question of territorial rights, the definitive settlement of which they consider to have been arrived at.

No. 181.

Lord Vivian to the Marquis of Salisbury.—(Received June 7.)

(No. 109. Commercial.)

My Lord,

Rome, June 4, 1892.

I HAD the honour to receive late in the evening of the 28th ultimo your Lordship's telegram of that date, instructing me to ask the Italian Government to communicate to me their proposals relative to the erection of new lights in the Red Sea, and to inquire whether they had any objection to a communication being made to the Porte by Her Majesty's Government that the Italian Government had decided to erect the lights on the new route.

I forthwith addressed to the Italian Minister for Foreign Affairs a note, a copy of which I have the honour to inclose, in the sense of your Lordship's instructions, and two days later I took an opportunity to speak to Signor Brin on the subject, begging him to enable me to reply to your inquiries as early as possible. No answer having reached me from his Excellency, I requested Mr. Edwardes to call two days ago on M. Malvano, the Under-Secretary of State, with the view of obtaining the communication which I was expecting, but M. Malvano was unable to fix the date when a decision would be arrived at. Mr. Edwardes saw M. Malvano again this morning, and I have the honour to inclose herewith a Memorandum of what M. Malvano said to

him. Your Lordship will see from it that there may be still a delay of some days before I shall be able to communicate to you the decision arrived at by the Italian Government.

I have, &c.
(Signed) VIVIAN.

Inclosure 1 in No. 181.

Lord Vivian to Signor Brin.

M. le Ministre,

Rome, May 29, 1892.

WITH reference to the note which Count d'Arco addressed to Mr. Dering, Her Majesty's Chargé d'Affaires, on the 2nd ultimo on the subject of the proposed new lights in the Red Sea, in which, while stating that the King's Government had decided to erect these lights themselves, he undertook to make a formal proposition relative to the reimbursement of the cost of their erection and maintenance, I am requested by the Marquis of Salisbury to beg your Excellency to be good enough to communicate to me these proposals, and to ask if there is any objection to Her Majesty's Government communicating to the Porte the decision of the King's Government to erect these lights on the new route.

I have, &c.
(Signed) VIVIAN.

Inclosure 2 in No. 181.

Memorandum.

I ASKED M. Malvano if he could not let us have an answer to-day to your Excellency's note of the 29th May, at any rate to that part of it asking whether there was any objection to Her Majesty's Government communicating to the Porte the decision of the Italian Government to erect the lights. I told him that our messenger was leaving to-night, and that you were very anxious to send a reply on the subject to the Foreign Office. He answered, "Impossible." This latter point was the important one in the matter. M. Brin had the case under his personal consideration, and, with a view to coming to a decision as to whether the Italian Government would erect the lights or not, he had made an appointment this morning to consult with an expert engineer. This appointment he was unable to keep, as he was summoned to a "Conseil des Ministres." Should, M. Malvano said, M. Brin conclude that the erection of the lights is to be undertaken by the Italian Government, he must, before returning any reply to your Excellency, refer his decision for confirmation to his colleagues. This will entail (even after M. Brin's own conclusions) a further delay of some days. Should M. Brin decide personally against the erection of the lights, your Excellency will receive his reply to that effect at once.

From what I gathered from M. Malvano, it would appear that there is some question as to whether the Italian Government can or can not undertake the construction of the lights.

(Signed) H. G. EDWARDES.

June 4, 1892.

No. 182.

The Marquis of Salisbury to Rustem Pasha.

M. l'Ambassadeur,

Foreign Office, June 10, 1892.

ON the 27th ultimo you did me the honour to call at this Office to say that the Imperial Ottoman Government proposed that M. Collas should come here to settle about the lights to be erected for completing the effective lighting of the southern portion of the Red Sea, and you inquired when would be the most convenient time for his visit.

In reply, I beg leave to say that the communications which have passed between Her Majesty's Government and the Sublime Porte do not seem to have brought the negotiations to a point at which the personal intervention of M. Collas would be of immediate value in bringing about an agreement; but in any case the early close of the season and probable absence from London in the course of a few weeks of many persons whose counsel would be useful make it desirable that, if he does come, M. Collas should postpone his visit till the autumn.

I have, &c.
(Signed) SALISBURY.

No. 183.

Lord Vivian to the Marquis of Salisbury.—(Received June 14.)

(No. 110. Commercial.)

My Lord,

Rome, June 7, 1892.

I HAVE the honour to inclose copy and translation of the reply of the Italian Government to the questions put in your Lordship's despatch to Lord Dufferin of the 28th January last, and in your telegram to me of the 28th ultimo, respecting the proposed erection and maintenance of four additional lighthouses in the southern portion of the Red Sea on the alternative route for shipping surveyed by Her Majesty's Government.

I telegraphed the substance of this reply to your Lordship yesterday evening.

I have, &c.
(Signed) VIVIAN.

Inclosure in No. 183.

Signor Brin to Lord Vivian.

(Translation.)

M. l'Ambassadeur,

Rome, June 6, 1892.

IN his note of the 3rd February last Lord Dufferin, after having explained in detail the investigations and projects which have been successively made with regard to the Lighthouse Service in the southern part of the Red Sea, concluded by putting forward, in this respect, two concrete questions, to which an answer was given preliminarily in a letter from the Under-Secretary of State of this Department on the 2nd April last, and as it was the desire of Her Majesty's Government to receive a definitive answer, your Excellency has again made a fresh inquiry of me by your note of the 29th May last. I have now the honour to communicate to your Excellency the opinion of the King's Government on the individual points.

Her Majesty's Government wishes before all to learn whether the Italian Government claims jurisdiction over the points chosen by the Board of Trade for the eventual construction of lighthouses in the southern part of the Red Sea. To this question I answer by stating that the King's Government consider these points as a maritime appendage of the territory over which they exercise their sovereignty.

Secondly, an affirmative reply having been given to the first question, we are asked, supposing that the new projected route in the southern part of the Red Sea be accepted by the interested Powers, if the Italian Government be disposed to erect the lighthouses in question, and to maintain them at the cost of the passing shipping, or if, on the other hand, they would consent to their erection by Her Majesty's Government.

To this second question I reply that our wish would be that Her Majesty's Government should entirely carry out the investigations both for the definitive erection and maintenance of the four lighthouses, as well as for the fixing of the methods of reimbursement to be charged to the shipping.

After this being done, we should also be willing to agree eventually with Her Majesty's Government or with Trinity House as to what may be necessary in order to carry out the enterprise in accordance with such an Agreement as would properly determine every side of the question, and, above all, would give a guarantee for our jurisdiction in those parts.

Thirdly, your Excellency in your note of the 29th May inquires whether the Italian Government have any objection that their decisions in this matter should be communicated

to the Sublime Porte. To this question I reply that, Her Majesty's Government being now in possession of our decisions, can judge whether, and if so in what manner, they should be communicated to the Sublime Porte.

Our wish is simply to avoid giving occasion for a new dispute with regard to the territorial situation, which we on our part regard as definitively settled.

I return to your Excellency the map and the other documents communicated in the note of the 3rd February.

I avail, &c.
(Signed) BRIN.

No. 184.

Lord Vivian to the Marquis of Salisbury.—(Received June 17.)

(No. 118. Commercial.)

My Lord,

Rome, June 13, 1892.

I GATHER that the present Italian Ministry are disinclined, on financial grounds, to apply to Parliament for money for the new lights in the Red Sea. They would prefer some other arrangement for their erection, with safeguard for the territorial rights of Italy. It is suggested that the Trinity Board might advance the necessary funds.

I have, &c.
(Signed) VIVIAN.

No. 185.

*The Marquis of Salisbury to Lord Vivian.**

(No. 56. Commercial.)

My Lord,

Foreign Office, June 17, 1892.

WITH reference to your despatch No. 110, Commercial, of the 7th instant, on the subject of the lighting of the southern portion of the Red Sea, I inclose, for your Excellency's information, copy of a note to Rustem Pasha respecting this matter.†

I am, &c.
(Signed) SALISBURY.

No. 186.

Foreign Office to Board of Trade.

Sir,

Foreign Office, December 9, 1892.

WITH reference to the letters from this Office of the 20th June and 15th August last, I am directed by the Earl of Rosebery to request that you will cause his Lordship to be informed of the views of the Board of Trade as regards the further action which should be taken in the question of the Red Sea lights.

I am, &c.
(Signed) EDWARD GREY.

No. 187.

Board of Trade to Foreign Office.—(Received December 15.)

Sir,

Board of Trade, London, December 14, 1892.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 9th instant, in which, with reference to your letters of the 20th June and 15th August last, you inquire the views of this Department as regards the further action which should be taken in the question of the Red Sea lights.

* Also to Sir Clare Ford (No. 55, Commercial), and Sir E. Baring (No. 14, Commercial).
† No. 182.

In reply, I am to request that you will state to the Earl of Rosebery that, previous to the receipt of the letters above referred to, the Board had decided to take steps for consulting the trade as to the proposed western route.

A conference was accordingly held at this Office in July last, and was attended by representatives of the United Kingdom Chamber of Shipping, the Peninsular and Oriental Steam Navigation Company, the British India Steam Navigation Company, and the Orient Steam Navigation Company. As the result of the conference, it was arranged that the different bodies represented should lay before the Board of Trade in writing their views upon the point whether the retention and lighting of the old (Abou Ail) route was of sufficient importance to justify the heavy additional charges on shipping which would be entailed by accepting the demands of Turkey.

From the communications which have in consequence been received from the various bodies, it appears that, while they are none of them willing to submit to the additional taxation above referred to for lighting the Abou Ail route, they differ as to the value of the alternative western route. In these circumstances, the Board have thought it well to consult the Admiralty on the subject.

A letter to this effect was addressed to the Admiralty on the 8th instant, and, pending their reply, it appears to the Board that no further steps can usefully be taken.

I have, &c.
(Signed) C. CECIL TREVOR.